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HISTORY

OF

BRITISH COLUMBIA

88374

FROM ITS EARLIEST DISCOVERY TO THE
PRESENT TIME.

BY

ALEXANDER BEGG
C.C., F.R.C.I.

ILLUSTRATED.

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PREFACE.

It has been remarked that "a man may be ignorant of the laws of his country, but with ordinary intelligence he is not excusable, if he be unacquainted with its history." This remark should only be applied to those who have the means of becoming well informed, and neglect to avail themselves of opportunities within their reach.

Historically, British Columbia has, hitherto, had comparatively an unwritten record. It is true, that within the last thirty years, many pamphlets and books respecting the Province have been written, but they were principally confined to climatic, geographical and descriptive matters; hence the present effort of the Author to search for, gather, and compile, from such sources as were available, as full and complete a record as possible of this interesting portion of the Dominion. The result is this work now placed before the public, in the hope that it may interest and benefit the reading community.

The "modern history" relating to the recent official visit of the Governor-General to British Columbia, is given at some length, as it refers to many provincial topics of importance, and gives evidence of the continued loyal feeling of the people of the Province to Queen Victoria and the British throne.

The lamented death of the Premier of Canada, at Windsor Castle, 12th December, 1894, is noted. Hon. Mackenzie Bowell, Minister of Trade and Commerce, favorably known in British Columbia, *re* Australian Trade and the Pacific Cable, at the request of Lord Aberdeen, accepted the Premiership.

A new historical feature, namely, **the appendix map**, showing the line of the Canadian Pacific Railway across the continent, also the routes used by the brigades of the early fur-traders, from the Pacific coast and New Caledonia to Hudson Bay and Montreal, will be found useful and instructive.

The thanks of the author are due to not a few in the city of Victoria who have assisted in supplying material for this history; especially the Deputy Provincial Secretary for affording access to the provincial records and archives; to the Provincial Auditor and the Assistant Auditor for the warm interest they manifested in the early progress of the work.

ALEXANDER BEGG, C.C.

December, 1894.

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INTRODUCTORY.

1. **A Continuous History.**—Although many valuable and interesting works have been written concerning **British Columbia**, or **New Caledonia**, as a portion of it was formerly designated, yet, for the most part, each was devoted to some special object, and did not furnish a continuous history of this portion of the British Empire; so it is, that up to the present no work has been published which furnishes a consecutive, comprehensive, readable history of the country.

2. **Rise and Progress.**—To provide the public with such information is the object of the present undertaking. It proposes to place on record and elucidate to a certain extent, the rise and progress of British Columbia from its earliest discovery to the present time. To accomplish this in a manner which will be convenient to the reading public, events will be arranged in chronological periods. These periods for reference and perspicuity, will be divided into sub-divisions to mark epochs as they occur, and to point out the development of the Province from its former condition as a wilderness to its present prosperous state.

3. **The Pre-Historic Period.**—Of the pre-historic period, that is, prior to the arrival of Captain **James Cook**, on the north-west coast of America, little need be said. The fact, however, is well established, that when Captain Cook and other early navigators visited the shores of the Pacific in this latitude, a very large population of aborigines existed on the coast. Alexander Mackenzie, in his expedition across the unexplored portion of the North American continent to the Pacific, in 1793, also found along his route a numerous population in the interior. But, like their brethren on the coast, they did not possess any written records. Their traditions were mythical; and, though carved emblematically on totems of enduring cedar in their villages along the seaboard, these emblems have not been deciphered so as to throw any light on the origin of the native tribes.

The number of the aborigines, since the advent of traders amongst them, has diminished greatly, and continues to decrease year after year.

4. **The Fur-Trading Period.**—The second, or the fur-trading period, is full of interest and importance, whether considered in connection with sea or land. It may be said to extend from 1778 to 1858, and embraces a variety of subjects. At the outset, it has to deal with the claims of Spain to the sovereignty of the whole west coast of America, from Cape Horn to the sixtieth degree of north latitude, which was the assumed limit of Russian occupation on the Continent of America. The Spaniards in Mexico claimed that they made a voyage of exploration north from Gil Blas, 1774 or 1775, when they touched at three points on the coast. The most northerly was 57° 18′ or nearly in the latitude of Sitka; the next mentioned was 47° 21′, which is south of the Straits of Fuca; consequently they did not land, during the voyage, on any portion of the coast which is now included in the western frontier of British Columbia.

5. **Francis Drake.**—The voyage of Francis Drake around Cape Horn, in 1579, to the North Pacific Ocean, is so apocryphal in its description of the northern limit he claims to have reached, that it seems very doubtful if that voyage can, in any way, be connected with British Columbian history.

6. **The First Arrival at Nootka.**—Captain Cook's voyage, in 1778, therefore, gives the earliest authentic record of the discovery by him of that portion of the west coast of America now known as Vancouver Island. He landed at Nootka, near the centre of the west coast of the island, and gave the place of his landing the name which it still retains. After Captain Cook's departure, Nootka continued to be the rendezvous for vessels trading on the west coast.

7. **The Second British Navigator.**—Captain James Hanna is said by Meares, in his narrative, to have been the second British navigator who arrived at Nootka. He sailed from China in 1785, in a vessel of only seventy tons burden, which was equipped by merchants there and placed under his command with a crew of less than thirty men. The narrative says, they "set sail in her to seek the distant coast of America; to explore its coasts, and to open such an intercourse with the inhabitants as might tend to a future commercial establishment with them." On his arrival at Nootka, "the natives presuming upon the inferior size of the vessel and the limited number of her crew, made a desperate attack upon her, which was repulsed by

the superior bravery and good conduct of their new visitors. The hostilities soon, however, ended in commercial friendship, and a quantity of sea-otter skins was obtained from them."

8. **Another Trading Expedition.**—Captain **John Meares**, formerly a lieutenant in the British navy, next occupies a prominent and important position in the early history of British Columbia. He arrived at Nootka, from China, on a trading expedition, in 1788. His friendly disposition and kind treatment of the natives made him a great favorite with them. He formed a settlement at Nootka, and built a vessel there. Subsequently, in his absence, his ships were seized by order of the Spanish officer who had arrived and taken possession of the harbor, and had destroyed the houses built by him. The treatment which he had received, and also his losses, Captain Meares represented to the British Government, who promptly interfered in the matter both for the protection of their subjects, and to uphold the honor of the British flag.

9. **The Great Navigator.**—Captain **George Vancouver** was appointed by the British Admiralty to proceed to Nootka and ascertain the amount of losses which had been sustained by Captain Meares, and the indemnification due to the owners of the vessels which had beeen seized by Spain. The result was that soon after Vancouver's arrival at Nootka, in 1792, the Spanish fleet withdrew, and the difficulty was settled by arbitration between the courts of Great Britain and Spain. That decision secured to the British Crown all the north-west coast from what was known as California to the Russian trading-posts in Alaska.

10. **Route to the Pacific.**—In 1793, **Alexander Mackenzie**, a partner in the North-West Company, commenced his memorable journey. Starting from Lake Athabaska, east of the Rocky Mountains, at the most westerly station then belonging to the Company, he traversed the unknown region westward across the Continent, thereby pointing out the future route to the Pacific coast, and earning for himself undying fame.

11. **The North-West Company.**—Soon afterwards the North-West Company followed up Mackenzie's explorations. They opened trails, built and established forts in the interior of that vast region, which was then named "New Caledonia." They traced the great rivers of the Pacific slope—the Fraser, and the Thompson, one of its principal affluents, and also the Columbia River—from their sources to their outlets at the ocean. They advanced along the Columbia

River and made their headquarters at Astoria (afterwards Fort George), which was continued as such until 1824, when Fort Vancouver was built on the north side of the Columbia River, nearly opposite the southern end of Puget Sound. Astoria, at the mouth of the Columbia River, remained as an outpost whence goods and furs were conveyed along the Columbia to the interior and Montreal.

12. **Union of the Fur Companies.**—An immense trade was thus established and carried on in New Caledonia by the North-West Company. In 1821, the North-West Company and the Hudson Bay Company amalgamated. By so doing they extended and made more profitable the trade that had been carried on by them at some points at a loss, under the keen rivalry which had existed. The consolidated companies retained the name of "The Hudson Bay Company."

13. **Lease of Alaska.**—Nothing transpired after the union of the companies to disturb the traders or hinder their prosperity, until about the year 1839, when settlers began to arrive in Oregon from the older portions of the United States. About this time, also, a portion of the Alaskan coast was leased by the Hudson Bay Company from the Russian Government. The terms were stipulated at an annual rental of $2,000, and were concluded during a conference at Sitka, between the Company's chief factor, **James Douglas**, and **Etholin**, the Russian governor.

14. **Oregon Treaty.**—Doubts now existed as to where the dividing line separating the United States from British territory would be located, as formerly the northern portion of Oregon territory had been held in common by traders of both countries. It was, therefore, thought prudent to prepare for the removal of the Hudson Bay Company's headquarters on the Columbia River, to a site on the seaboard in British territory. After full examination and careful deliberation, Mr. Douglas decided to choose the site at **Camosun**, where the city of Victoria now stands. That place was selected on account of its convenient position on the Pacific Ocean, as well as for the ease with which it could be reached from trading-posts on the mainland.

15. **Fort Victoria Commenced.**—The erection of a fort was decided on, the building of which was commenced in 1843. A palisaded enclosure, one hundred yards square, in which were eight log houses, bastions, etc., was completed, ready for occupation and defence, within seven months of the date of the commencement of laying out the grounds. The name "Camosun" was continued until 1846,

when it was changed to Victoria. Since the settlement at Nootka, in 1788, by Captain Meares, the natives had remained in undisturbed possession until this time.

16. **The First Officer in Charge.**—Fort Victoria was, on its completion in 1843, placed in charge of Charles Ross, who died in 1844. He was succeeded by Roderick Finlayson, who had been second officer in the fort since the commencement of its building, and who remained in command until 1849. At this time the Company's headquarters were removed from Fort Vancouver to Fort Victoria, and Factor Douglas assumed command. He was accompanied by Chief Factor Ogden from Fort Vancouver. Mr. Dugald McTavish remained at Fort Vancouver to look after the Company's extensive stock-raising and farming interests in the Columbia District and on Puget Sound.

17. **Gold Discoveries.**—Attention having been drawn to the progress of settlement in Oregon, it was considered proper that the British possessions to the north of that territory should have similar advantages. The discovery of gold in California in 1848 strengthened the opinion in Great Britain that the time had arrived when the Pacific coast and New Caledonia should become more than a mere fur-hunting preserve. To promote settlement, a grant of the whole of Vancouver Island was made to the Hudson Bay Company on certain conditions. The Company withdrew its trading-posts from Sitka and other places on the north coast except Fort Simpson. The fur-trading period was evidently drawing to a close.

18. **Crown Colony Formed.**—The third—"The colonial period"—dates from 1849. In that year Vancouver Island was constituted a Crown Colony by the appointment of **Richard Blanshard** to the Governorship. He arrived at Victoria, from England, *via* Panama, in 1850; but not finding the position what he expected, he returned the next year to London. He was succeeded by **James Douglas**, in 1851. Governor Douglas retained his then position of Chief Factor of the Hudson Bay Company. At the time of his appointment as Governor of the Colony of Vancouver Island, he was raised to the dignity of "C.B."

19. **Colonization and Settlement.**—Representative government was introduced into the colony in 1856. Colonization and settlement made slow progress. Roads, however, were constructed and surveys extended to meet the requirements of the people who arrived in connection with the gold discoveries on Fraser River, and remained

on the Island; but as the mainland was beyond the jurisdiction of the colony of Vancouver Island, it was found necessary to constitute that immense territory into an independent colony.

20. **A Second Crown Colony.**—This was accomplished in 1858. The governorship of the new colony was vested in Governor Douglas, and added to that of Vancouver Island. **New Caledonia** was merged into **British Columbia**, by which designation the mainland was thereafter to be known.

21. **New Caledonia.**—The boundaries of New Caledonia formerly included the whole region from Peace River and the Rocky Mountains to the Pacific Ocean. Its southern boundary was reckoned to be the Columbia River from the outlet of that river on the Pacific Ocean, following its course eastward to Fort Colville; thence along the Kootenay and Flathead Rivers, embracing Tobacco Plains, to the Kootenay pass in the Rocky Mountains. Its northern boundary was not defined, but reached to the Russian possessions on the north-west.

22. **British Columbia Boundaries Defined.**—The Imperial proclamation dated 2nd August, 1858, which constituted British Columbia a colony, defined that it should be bounded on the south by the frontier of the United States of America; to the east by the main chain of the Rocky Mountains; to the north by Simpson River and the Finlay branch of Peace River; and to the west by the Pacific Ocean, including Queen Charlotte Islands, but no part of the colony of Vancouver Island.

An Imperial Act was passed in 1863 to define more particularly the boundaries of the colony of British Columbia, specifying the western boundary to be the Pacific Ocean and the frontier of the Russian territories in North America; the north to be the sixtieth parallel of latitude; and the east, the 120th meridian of west longitude and the summit of the Rocky Mountains.

23. **Governor Douglas Retires.**—**Governor Douglas** having in 1863 expressed a desire to retire from public life, and his term of office terminating in 1864, was rewarded with the distinction of knighthood, by the Crown, for his services. **Captain Kennedy** succeeded him as Governor of Vancouver Island, and retained that office until the union of the two colonies in 1866.

24. **Union of the Colonies, 1866.**—In 1864, Mr. **Frederick Seymour** was appointed by the Imperial authorities to succeed Governor Douglas as Governor of British Columbia, which position

he occupied until the union of the colonies in 1866. Thereafter Mr. Seymour continued as Governor of the United Colonies until his death in 1869.

25. **The Royal City.**—The site of the present city of New Westminster was proclaimed the capital of the colony of British Columbia in 1859, but after the union of the colonies, a proclamation dated May 25th, 1868, declared the city of Victoria to be the seat of government.

26. **Victoria Surveyed.**—Between the years 1859 and 1866, marked progress was made in and around the city of Victoria. Building operations and improvements were carried on everywhere. In 1852, the town was surveyed and laid out into streets; its boundaries then being the harbor on the west, the present Government Street on the east, Johnson Street on the north, and Fort Street on the south. In 1862, it is estimated that at least 1,500 substantial buildings had been erected, where but two or three years previously the forest had stood. That same year the city was incorporated, with a white population of over 3,500. In 1863, it had increased to 6,000, exclusive of the large number of miners who made it their winter headquarters.

27. **The Beauties of Victoria.**—A prize essay on the resources and capabilities of Vancouver Island, by Charles Forbes, Esq., M.D., a surgeon on one of the ships of the navy at Esquimalt, was published by the Government in 1862. It may not be out of place to quote his description of the neighborhood of Victoria as it appears in that publication. It reads:

"On a clear, crisp, autumnal or spring morning, from the northern side, a beautiful and interesting scene meets the beholder's eye. Immediately before, and somewhat below, him, lies the town in repose, the only evidence of life the thin blue smoke which, from numerous hearths, floats upwards in the motionless air. The grouping of the houses, with the tone of the coloring that prevails, is most pleasing. In the first faint light of the morning, the various styles of architecture assume fantastic shapes, pointed gables and ornamented roofs standing out clear and sharp; the shadows dark neutral, the lights cool grey, the whole warmed by the depth of color of the brick houses and other edifices. Away on the left, in the east, Mount Baker and the Cascade Range have caught the sun's first rays, and a blush of pearly light is stealing over the heavens. The sea, still and unruffled, stretches over to the foot of the great Olympian range, which, clear and defined against the southern sky, stretches its massive dark blue length along, and far on the right, where hang the heavy clouds, night is gathering his mantle around him, and is disappearing in the west.

28. . . . . . . "As the day passes on, and the sun approaches the zenith, the same clear, fresh air plays around, and an elasticity of mind and body is felt by all. The character of the scene has changed, however; a busy hum fills the air, and man is at his daily toil. The sea is like a mirror; numerous tiny craft, with drooping sails, dot its surface, and seem at the same time suspended in the air by the refraction which elevates and brings into view the cliffs at Dungeness, reminding the observer of the chalk cliffs of old England.

29. GLORIOUS LIGHT AND SHADE. "The mountain range has become a cloud; stretched along midway are lengthened lines of *strati*, drawn clear and sharp against the heavy dark blue mass, while, piled heap upon heap, resting on the lofty summits, are masses of *cumuli* and *cumuloni*, seeming fit abode for the Olympian Jove. As the sun goes west, *cirri* and *cirro-strati* begin to float off into the upper air, and before the warm westerly breeze the wondrous cloud disappears; the light is reflected in sparkling rays from the waters of the winding reaches of the upper harbor; the shadows become purple, and in the pine woods, black. The whole sky on the right is one blaze of crimson and deep orange hues; and as the sun sinks in the western ocean, he pours a flood of yellow light along the narrow strait, such as Turner would have loved to paint; touches the Olympian peaks with a rosy hue, and resting for a moment on the summit of the tower on the Race Rocks, with a golden gleam, seems there to leave 'the flashing light,' the seaman's safeguard against the dangers of the night."

30. OTHER CITIES INLAND.—It need not be supposed that VICTORIA is the only city in British Columbia which possesses beautiful natural scenery. The other cities which have sprung into existence since the foregoing description was written, also have delightful scenic surroundings. The Royal City—NEW WESTMINSTER—has a charming situation. On the south-eastern horizon, as far as the eye can reach, Mount Baker looms up in majestic grandeur to a height of nearly eleven thousand feet. Illuminated by the first rays of the morning sun, its silvery top is burnished with gold. Almost at the feet of the beholder flows the great Fraser River, abounding with several varieties of the best salmon, losing itself towards the right in the

fertile delta, past Lulu Island. Looking up the river from classic Sapperton, the primitive camp of the Royal Engineers in early days, under Colonel Moody, the view is superb. On the left the "golden ears," and the massive "shoulders" of the coast range delight the gaze of the enraptured visitor.

31. **The Coal Mines.**—The **Black Diamond City** (so named owing to its extensive coal mines)—**Nanaimo**—has many beautiful views. Built partly on a rugged promontory, it nestles in the bosom of a spacious bay, which is dotted with islands covered with verdure and evergreens to the water's edge. Its harbor is ample, and with its ships, shipping appliances, chutes and tramways for the accommodation of the coal trade, presents an interesting picture of enterprise, industry and prosperity. In the back-ground, the Island range of mountains stands out in sufficient relief to give pleasing effect to that appearance of comfort and repose which seemingly belong to the city.

32. **Vancouver**—the terminal city of the great Canadian transcontinental railway—although not yet in her teens, can, as well as her older sisters, boast of a panorama of great beauty. Towering mountains and peaks flank her spacious harbor and inlet. Neither have local adornments and improvements been neglected. Her parks and public buildings are most attractive, and are appreciated by travellers and visitors from all parts of the world.

33. **Kamloops**, and other rising cities in the interior of the Province, have their special natural attractions which require only to be seen to be admired. In fact, British Columbia may be termed a "land of mountain and of flood"—similar in that respect to the mother,—"Caledonia stern and wild."

34. **The Last of the Colonial Governors.**—**Anthony Musgrave** succeeded **Governor Seymour** in 1869, and occupied the position of Governor until 1871, when British Columbia became an integral part of the Dominion of Canada.

35. **What Comes Afterwards?**—The warm, able and lengthy debates which immediately preceded the confederation of British Columbia with Canada, together with the events which have occurred since showing the progress and prosperity of the Province, will in due course be referred to in **THE CONFEDERATION PERIOD**.

History of British Columbia.

SECTION I.

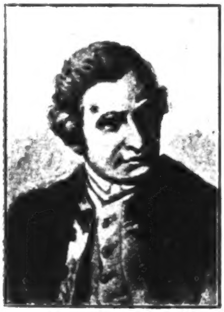
EARLY DISCOVERIES.

CHAPTER I.

Cook's Third Voyage.—There are no other authentic records available for reference, regarding discoveries by Europeans or occupation by them, on that portion of the coast of North America which now forms the western frontier of Canada, until Captain Cook's third voyage, which dates from 1776.

For the Benefit of Mankind.—The expedition for that voyage was fitted out by the British Admiralty, to continue the efforts which had been made by the Government of Great Britain to add to the knowledge already attained in science, navigation, geography, and the intercourse of mankind with each other. It consisted of the ships *Resolution*, of 462 tons burden, and 112 men under Captain James Cook, and the *Discovery*, of 300 tons burden and 80 men, under Captain Charles Clerke.

His Commission and Instructions. Captain Cook received his commission to command the expedition on the 9th of February, 1776. His instructions were to proceed to the Pacific *via* Cape of Good Hope, touching at Otaheite and the Society Islands, and to commence his researches on the north-west coast of America, in latitude 65° ; and not to lose time in exploring inlets or rivers until he reached that latitude. The *Resolution* was not ready to sail from England until the 11th of July. The *Discovery* sailed on the 1st of August, and overtook the *Resolution* at Cape of Good Hope on the 10th of November.



CAPTAIN COOK.

Cook's Second Voyage.—Captain Cook had only returned in July, 1775, from his second voyage in the southern seas, where he was engaged in exploring the Antarctic regions and circumnavigating New Zealand. This work occupied three years and eighteen days. His success during that voyage was such that it is recorded that no expedition fitted out for the purpose of maritime discovery, had ever equalled that from which he had just returned, in the magnitude and arduous nature of its peculiar object. The Earl of Sandwich, who was at the head of the Admiralty, was disposed to reward liberally one whose courage and skill had so well justified the expectations of those who had patronized the undertaking.

His Services Appreciated.—Cook was immediately raised to the rank of post-captain, and obtained a more substantial mark of favor, being appointed one of the captains of Greenwich Hospital, which afforded him a liberal maintenance and repose from his professional labors. He was also elected a fellow of the Royal Society, and received the Society's medal for having performed the voyage just concluded with a company of 118 men, throughout all the climates, from latitude 52° N. to 71° S., with the loss of only one man by sickness.

Reward of £20,000.—A special object was in view by the Admiralty at this time relative to the plan to be adopted in this expedition, and as to who should be the commander. The hope of finding a north-west passage between the Atlantic and Pacific Oceans had not been abandoned. The Act of Parliament which had been passed in 1745, securing a reward of £20,000 to any of his Majesty's ships or subjects who should make the proposed discovery, at first only referred to ships passing through Hudson Bay, but had been amended to apply to ships passing in any direction. Consultations were held by Lord Sandwich with Sir Hugh Palliser and other experienced officers relative to the matter. Captain Cook, they admitted, had earned by his eminent services the privilege of honorable repose, and no one thought of imposing on him for the third time, the dangers and hardships of a voyage of discovery round the world; but being invited to dine with Lord Sandwich, in order that he might lend the light of his valuable experience to the various particulars under discussion, he was so fired with the observations that were made, that he voluntarily offered to take the command of it himself.

Reached Nootka, March, 1778.—Owing to great delay in visiting several South Sea islands, including Van Diemen's Land, New Zealand, etc., and leaving sheep, goats, and pigs on them for breeding purposes, Captain Cook did not reach the north-west coast of America until the 7th of March, 1778, when land was seen from seventy to eighty miles distant, in latitude 44° 33′ N., and longitude 235° 20′ E. (*Sic.*) The previous day two sails and several whales were seen. Stormy weather made it necessary to stand to sea, and run southward to latitude 42° 45′. Calms and storms tossed the mariners about until the 29th of March, when the *Resolution* anchored in Hope Bay, Nootka. The *Discovery* also arrived and anchored there the same day.

Speeches and Songs.—Canoes with natives soon gathered round the ships to the number of thirty-two, carrying from three to seven persons each, men and women. Their leaders made long speeches, but as not a word of them was understood, they soon ceased. One sung a very agreeable air with a degree of melody which was not expected. Although seemingly not afraid, none of them could be induced to come on board the ships. A group of about a dozen of the canoes remained alongside the *Resolution* the greater part of the night.

Lieutenant James King.—Next day Captain Cook sent out three armed boats, under the command of his lieutenant, Mr. James King, to search for a commodious harbor. A snug cove was found into which the ships were removed. On the day following they were moored, head and stern, fastening the hawsers to the trees on shore, and carpenters were set to work to make such repairs as were necessary.

Five Hundred Visitors.—The fame of the arrival of the ships brought a great concourse of natives to see them. At one time there were about one hundred canoes, which were supposed to contain an average of five persons each, for few of them had less than three on board; many had seven, eight or nine, and one was manned with seventeen. Amongst the visitors were many who had arrived for the first time, as was judged from their orations and ceremonies as they approached the ships.

Articles for Sale and Barter.—The distrust or fear which they showed at first was soon laid aside. They came on board the ships and mixed amongst the sailors with the greatest of freedom. It was soon discovered that they were expert thieves. In trade, however, they were strictly honest. The articles which they offered for sale or barter were the skins of bears, wolves, foxes, deer, raccoons, polecats, martins, and in particular the sea-otters. The narrative of the voyage states, that "besides the skins in their native state, they also brought garments made of them, and another sort of clothing made of the bark of a tree or some plant like hemp; weapons, such as bows, arrows and spears, pieces of carved work, beads and several other little ornaments of thin brass and iron, shaped like a horseshoe, which they hang at their noses. But the most extraordinary of all the articles which they brought to the ships for sale were human skulls and hands, not yet quite stripped of the flesh, which they made our people plainly understand they had eaten; and, indeed, some of them had evident marks that they had been upon the fire."

Visit to a Native Village.—For a fortnight the weather continued stormy. By the 19th of April, however, the top-masts, yard and rigging were again up. Next day being fair, a visit was made by Captain Cook and a party to the village at the west point of the sound. They found the people numerous and courteous. The houses were large, each containing several families. The methods of curing and drying fish were explained, mats were spread for the party to sit on, and every mark of civility shown. The party next proceeded up the west side of the sound for two miles, by an arm of the sea.

A Surly Chief.—A mile farther they found the remains of a deserted village. From that point they crossed to the east side of the sound and landed at another village. There they met with rather a cold reception. The surly chief did not wish them to enter the houses. Presents were offered to him which he took, but they did not have much effect in changing his behavior. The young women of the village, however, showed more hospitality. They dressed themselves, the narrator relates, "expeditiously, in their best apparel, and welcomed us by joining in a song which was far from harsh or disagreeable."

Fresh Arrivals—Introductory Ceremonies.—Repairs on the vessels were now nearly completed. By the 21st the mizzen-mast was finished and in its place and rigged. The following day some ten or twelve canoes arrived from the southward. At about two hundred yards from the ship they remained for about half an hour preparing for their introductory ceremony. They then advanced standing in their canoes and began to sing, accompanying their notes with the most regular motion of their hands, or beating in concert with their paddles on the sides of the canoes, and making other very expressive gestures. Some of their songs were slow, others in quicker time. At the end of each song they remained silent for some time and ceased paddling, then again commencing they generally concluded by forcibly pronouncing the word "hooee!" as a chorus. This programme continued for over half an hour, when they came alongside the ships and bartered what they had to dispose of.

Appearance of the Natives.—The natives are described as "in general under the common stature, but not slender in proportion, being commonly pretty full or plump though not muscular. Both men and women are so encrusted with paint and dirt that their color could not positively be determined. The children, whose skins have never been stained by paint or discolored by smoke, are nearly as fair as Europeans. Their dress, made of mats and skins, is, upon the whole, convenient, and would by no means be inelegant were it kept clean; but as they rub their bodies over constantly with a red paint of a coarse ochrey or clayey substance, their garments contract a rancid, offensive smell, and a greasy nastiness, so that they make a very wretched dirty appearance." During Captain Cook's stay at Nootka, the weather continued more or less stormy: yet he and his officers made several excursions to various parts of the Sound, but only found two villages. Judging from the canoes seen around the ships, and other observations, he computed the inhabitants to number two thousand.

Parting Tokens of Friendship.—Being ready for sea on the 26th of April, although the barometer was low, the moorings were cast off, the boats towed the ships out of the cove, attended by a large number of the natives, some on board and others in their canoes. One of the chiefs who had, some time before, become attached to Captain Cook, was about the last to leave the ship. In return for a small present given him, he gave a beaver skin of much greater value. Captain Cook made another small present to the chief, which pleased him so much that he insisted in giving in return the beaver skin cloak which he then wore. The narrator states: "Struck with this generosity, and desirous that he should be no sufferer by his friendship to me, I presented to him a new broadsword, with a brass hilt, the possession of which made him completely happy. He also, and many of his countrymen, importuned us to pay them another visit, and by way of encouragement promised to lay in a good stock of skins. I make no doubt that whoever comes to this place will find the natives prepared with no inconsiderable supply of an article of trade which they could observe we were eager to possess, and which we found could be purchased to great advantage." Thus was the foundation of the fur trade on the west coast laid in the most harmonious manner.

THE VOYAGE NORTHWARDS.—No sooner had the expedition left Nootka Sound than a gale sprung up. The storm continuing, they were obliged to bear away from the land northwesterly. Rough and hazy weather prevented them from again seeing land until the 1st of May. Kaye's island was reached, latitude 60°, on the 10th, where Captain Cook landed, and states that "at the foot of a tree on a little eminence, not far from the shore, he left a bottle with a paper in it, on which were inscribed the names of the ships and the date of the discovery, along with two silver twopenny pieces of his Majesty's coin of the date 1772." From this point many landings and surveys were made by Lieutenant Gore, Mr. Roberts, one of the mates, and Surgeon Anderson, who attended to the scientific portion of the explorations. The intervening time, until August, was occupied in this work. Along the coast they found many native villages. The inhabitants generally were well disposed and willing to enter into trade, but required continual watching to keep in check their thieving propensities.

A DIFFERENT TYPE OF NATIVES.—In Prince William Sound the natives were found in dress, language and physical peculiarities, similar to the Esquimaux of Hudson Bay. Their canoes were not constructed out of one portion or trunk of a tree as at Nootka, the frame only being slender strips of wood, skins of seals or other animals, like the "oomyaks," or women's canoes of the Greenlanders, as described by the late Dr. Rae, of Arctic renown. The most westerly coast of the American continent was reached on the 9th August, distant only about seventy miles from the opposite shores of Asia. To this headland was given the name Cape Prince of Wales.

THE ASIATIC COAST.—Crossing the strait to the western shores, Captain Cook anchored near the coast, which he found to extend many degrees farther to the east than the position assigned in the maps of that day. He thus ascertained distinctly the width of the strait which separates Asia from America; for though Behring had sailed through it before, he had not, owing to thick weather, seen the shores of the latter continent at that time.

Among the Walruses.—Next proceeding eastward and north the navigators coasted along the west shore of America until the 19th of August, when, in latitude 70°44′, they saw ice before them, extending as far as the eye could reach, and forming a compact wall of about six feet high. On nearer approach the ice was found to be covered with multitudes of walruses or sea-horses. Cook's narrative says: "They lay in herds of many hundreds upon the ice, huddling one over the other like swine, and roar or bray very loud, so that in the night or foggy weather they gave us notice of the vicinity of ice before we could see it. We never found the whole asleep, some being always upon the watch and communicated the alarm to the others." The dimensions and weight of one of them is given: Length from the snout to the tail, 9 ft. 4 in.; length of neck from snout to shoulder-bone, 2 ft. 6 in.; height of shoulder, 5 ft.; length of fore-fin, 2 ft. 4 in.; hind-fin, 2 ft. 6 in.; breadth of fore-fin, 1 ft. 2½ in.; hind-fin, 2 ft.; circumference of the neck close to the ears, 2 ft. 7 in.; ditto, body at the shoulder, 7 ft. 10 in.; ditto, near the hind-fins, 5 ft. 6 in.; weight of carcass without the head, skin or entrails, 854 pounds; head, 41½ pounds; skin, 205 pounds.

Close of the Cruise Northwards.—Before midnight a thick fog came on and the ships were surrounded with loose ice. The fog having cleared by ten o'clock next day, in latitude 69°32′, and the main body of ice not far distant, and with the Continent of America within five leagues' distance, the prospect of finding the north-west passage was improbable. Cruising until the 29th, large quantities of ice appeared northward. The narrative here states "that as the season was now so far advanced and frost expected soon to set in, it was not considered consistent with prudence to make further attempts to find a passage into the Atlantic." Capt. Cook then crossed to the Asiatic side. He had completed his mission and fulfilled his instructions. He concludes his narrative by saying: "We were now upwards of 520 leagues to the westward of any part of Baffin's or Hudson's Bay, and whatever passage there may be, or at least part of it, must lie to the north of latitude 72°."

Along the East Coast of Russia.—In September he shaped his course southwards, gathering much information on the Russian coast. About the end of October he left the Asiatic coast for the Sandwich Islands, which he made the rendezvous to meet Captain Clerke, in the event of the *Discovery* parting company with the *Resolution* on the voyage south. The Sandwich Islands were reached in January, 1779.

Death of Captain Cook.—In February the great navigator was killed in a *melee* whilst assisting or directing a party of his men to recover one of the ship's boats that had been stolen by the natives. After Captain Cook's death the command devolved upon Captain Clerke. He removed on board the *Resolution* and appointed Lieutenant Gore to be captain of the *Discovery.*

Captain Clerke's Further Explorations.—The expedition did not arrive in England until October, 1780. The delay in returning is accounted for by Captain Clerke having, during the spring of 1779, made another trip to Behring Sea to make a further attempt to find the north-west passage. He penetrated as far as 70° 30′ N., when the same obstacles prevented his progress as were met by Captain Cook the preceding year. They encountered a firm barrier of ice seven leagues farther south than Captain Cook had. The impossibility of finding a passage to the north was now thought to be sufficiently proved; it was therefore resolved to proceed homewards.

Death of Captain Clerke.—When the ships reached Kamtschatka, Captain Clerke died of a decline. Captain Gore now succeeded to the command of the expedition, and Lieutenant King took command of the *Discovery.* The expedition, although successful in adding greatly to geographical knowledge and in opening up the fur trade of the North-West, returned to England in mourning, having lost both their commanders. They were replaced by able men. Some of the distinguished officers who served under Captain Cook and learned the arduous duties of their profession from him, such as Vancouver, Broughton, Bligh, Burney, Colnett, Portlock, Dixon, etc., afterwards became leading men in the nautical world, and shortly after the lamented death of Captain Cook, assisted in opening up the trade of the North-West and completing the explorations which he had begun.

SECTION II.

THE FUR-TRADING PERIOD.

CHAPTER I.

Expeditions Organized.—As soon as particulars of Captain Cook's voyage and discoveries on the north-west coast of America were known, and that such a large supply of otter skins and other furs could be obtained from that hitherto unknown region, a spirit of adventure and commerce was created. In 1786, four expeditions were organized in different parts of the globe to engage in this new trade, without any knowledge of each other's designs.

The Pioneer Trader.—The first to arrive on the north-west coast of America in connection with this new enterprise, was Captain **James Hanna**. His vessel, a small craft of only seventy-two tons burden, with a crew of under thirty men, had been equipped in China, in 1784-85, by English merchants. This skilful seaman and brave commander pursued his course along the coast of Japan, thence eastwards until he reached Nootka in August, 1785. On arriving there, the natives, judging from the small size and appearance of the vessel compared with Captain Cook's outfit, made an attack upon Captain Hanna and his limited crew. They were, however, speedily repulsed. Hostilities were soon ended and a brisk trade commenced, which resulted in Captain Hanna obtaining a large number of sea-otter skins, which netted him $26,000 in China.

Hanna's Second and Last Voyage.—Captain Hanna left Nootka in September. On his return northward he examined the coast, named Sea-otter Harbor and Fitzhugh Sound, reaching Macao in December. He made a second voyage to Nootka in 1786, in the *Sea-otter*, a vessel of 120 tons; but two British ships having arrived before him, his second commercial venture was not nearly as profitable as that of the preceding year. Captain Meares, referring to Hanna's voyages, says: "Before he could engage in a third, this able and active seaman was called upon to take that voyage from whence there is no return."

Trading and Scientific Expedition.—The two British vessels referred to as arriving in 1786, were the *Captain Cook* and the *Experiment*, sailing under the flag of the East India Company, fitted out by Bombay merchants, David Scott being the principal owner. They were under the supervision of James Strange, and sailed from Bombay, arriving at Nootka in June, 1786. They obtained six hundred sea-otter skins. Returning they sailed northward, and probably gave the name Cape Scott to the north-western point of Vancouver Island after David Scott, the chief owner of the vessels. The expedition, at his own request, left one of their men, John McKay, at Nootka, under the chief's protection, to act as a "drummer" or agent for the fur-traders. He was well treated by the savages, and lived with a native wife for more than a year amongst them.

A French Exploring Expedition.—The French navigator, La Pérouse, set out on an exploring expedition in 1785. His discoveries were published too late to be of special value, apart from that furnished by other navigators who visited those seas and wrote about what they had seen. Bancroft says: "Especially were his discoveries unimportant as touching the north-west coast." His explorations were made in 1786, but as his maps were not published until 1798, they were superseded by later and more complete surveys.

Licensed to Trade in Teas, etc.—Another expedition, formed by the ships *King George* and *Queen Charlotte*, left England in 1785. They were fitted out in London and placed under Lieutenant Portlock of the Royal Navy, with license from the South Sea Company to trade in teas from China. They were also supplied with large quantities of stores, and had appliances to "form factories," to build vessels, and had authority to make settlements. Both the commanders, Lieutenants Nathaniel Portlock and George Dixon, had previously served under Captain Cook, and were prepared to engage both in geographical discoveries as well as to attend to the fur trade. They sailed around Cape Horn and touched at the Sandwich Islands, reaching Cook's River in July, 1786. It was their intention then to coast southwards and winter at Nootka. After touching at various points from fifty-five degrees north to

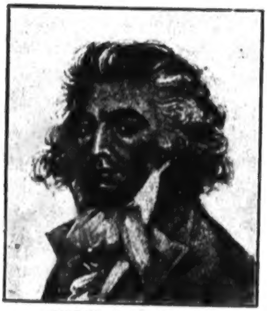
Nootka, the weather became stormy and the expedition returned to the Sandwich Islands to winter.

Portlock and Dixon, 1786-87.—Next season they left for Prince William Sound. By the end of July, Captain Dixon had reached the northern end of Queen Charlotte Islands, which he named after the vessel he commanded, as well as after the Queen of that name. He named the straits between the islands and the mainland, "Dixon's Straits," after himself. Captain Dixon received a large number of sea-otter skins (1,821) on Queen Charlotte Islands. The number of sea-otter skins obtained during the season by both vessels is given at 2,552, for which they received in China, $54,857. Bancroft states that the other traders for the season together only obtained 2,481 skins.

Captains Barclay and Duncan, 1787.—The expeditions of the ships, *Princess Royal*, Captain Duncan, *Prince of Wales*, Captain Colnett, and *The Imperial Eagle*, Captain Barclay, arrived in 1787. The two former vessels were fitted out by the King George Sound Company, which had sent out Portlock and Dixon; the latter sailed under the flag of the Austrian East India Company, in 1786, arriving at Nootka in 1787. Captain Barclay explored Barclay Sound, to which he gave his name. His boat, with an armed crew, explored the Straits of Fuca. He is said to have received much local information from the Mr. McKay who had been residing at Nootka amongst the Indians for over a year. Mrs. Barclay accompanied her husband on this voyage, and was probably the first European lady who visited the north-west coast of America.

Captains Kendrick and Gray, 1788.—A large number of voyagers and navigators met at Nootka in 1788, amongst whom were Captain John Meares, of the *Felice*, Wm. Douglas, of the *Iphigenia*, John Kendrick, of the *Columbia*, Robert Gray, of the *Lady Washington*. The two latter vessels were the first that appeared under the flag of the United States on the waters of the North Pacific Ocean. They were equipped by Boston merchants and their crews called "Bostons," and as the war of the independence of the United States had just been concluded, the "Bostons" did not regard the "King George men" with the most friendly feeling.

United States Flag, 1788.—The first fur-trading expedition from the United States was fitted out by a company of six Boston merchants, who were influenced by the glowing reports of Captain Cook's discoveries and the possible trade with China. The voyage of the *Lady Washington* occupied a year from the time of leaving Boston until her arrival at Nootka. That vessel was towed into Nootka Sound by the aid of boats from the *Felice* and the *Iphigenia*, which were lying at anchor there.



CAPTAIN JOHN MEARES.

CAPTAIN JOHN MEARES.—The *Felice*, Captain John Meares, was a vessel of 230 tons burden, with a crew of fifty men, comprising artificers, Chinese smiths and carpenters as well as European artizans; *Iphigenia*, Captain Douglas, a vessel of 200 tons burden, with a crew of forty men, composed of the same classes of people, artizans and sailors. Both ships were well built and copper-bottomed. "The Chinese were," Captain Meares states, "shipped as an experiment; they have been generally esteemed a hardy and industrious, as well as ingenious, race of people. They live on fish and rice, and, requiring but low wages, it was a matter of economical consideration to employ them, and during the whole voyage there was every reason to be satisfied with their services. The expense of fitting out the expedition was borne by several British merchants resident in India, in conjunction with Captain Meares, who had been formerly a lieutenant in the British navy. On the 13th of May, 1788, they reached Nootka and anchored abreast of the village in "Friendly Cove," in four fathoms of water, after a passage of three months and twenty-three days from China. They were well received by the natives. The principal chiefs, Maquilla and Callicum, were absent on a visit to Wican-an-ish, a powerful prince of a tribe to the southward. That locality is now known as Clayoquot Sound.

MAQUILLA'S FLEET.—"On the 16th of May," Captain Meares in his narrative states, "Maquilla and Callicum returned, and entered the cove accompanied by a number of war canoes. They moved or rowed (paddled) around the ship with great parade, singing at the same time a song of a pleasing though sonorous melody. Maquilla's fleet consisted of twelve war canoes, each of which contained about eighteen men; the greater part of whom were clothed in the most beautiful skins of the sea otter, which covered them from their neck to their ankles. Their hair was powdered with the white down of birds and their faces bedaubed with red and black ochre, in the form of a shark's jaw, and a kind of spiral line, which rendered their appearance extremely savage. In most of these boats there were eight rowers (paddlers) on a side, and a single man sat at the bow. The chief occupied a place in the middle, and was distinguished by a high cap, pointed at the crown and ornamented at the top with a small tuft of feathers.

Indian Music.—"We listened to their song," continues Mr. Meares, "with an equal degree of surprise and pleasure. It was, indeed, impossible for any ear susceptible of delight from musical sounds, or any mind that was not insensible to the power of melody, to remain unmoved by this solemn, unexpected concert. The chorus was in unison, and strictly correct as to time and tone; nor did a dissonant note escape them. Sometimes they would make a sudden transition from the high to the low notes, with such melancholy turns in their variations, that we could not reconcile to ourselves the manner in which they acquired or contrived this more than untaught melody of nature. There was something for the eye as well as the ear, and the action which accompanied their voices added very much to the impression which the chanting made upon us all. Everyone beat time with undeviating regularity against the gunwale of the boat with their paddles, and at the end of every verse or stanza they pointed with extended arms to the north and to the south, gradually sinking their voices in such a solemn manner as to produce an effect not often attained by the orchestras in our quarter of the globe.

Oil Refreshments.—"They paddled around our ship twice in this manner, uniformly rising up when they came to the stern and calling out the word 'wacush, wacush,' or friends. They then brought their canoes alongside, when Maquilla and Callicum came on board. The former appeared to be about thirty years, of a middle size, but extremely well made and possessing a countenance that was formed to interest all who saw him. The latter seemed to be ten years older, of an athletic make, and a fine open arrangement of features, that united regard and confidence. The inferior people were very proper and personable men. A sealskin filled with oil was immediately handed on board, of which the chiefs took a small quantity, and they ordered it to be returned to the people in the canoes, who soon emptied the vessel of this luxurious liquor.

Meares Gives and Receives Presents.—"A present, consisting of copper, iron and other gratifying articles, was made to Maquilla and Callicum, who on receiving it took off their sea-otter garments, threw them in the most graceful manner at our feet, and remained in the unattired garb of nature on the deck. They were each of them in turn presented with a blanket, when with every mark of the highest satisfaction, they descended into their canoes, which were paddled hastily to the shore.

A Building Site Secured.—"Maquilla not only readily consented to grant us a spot of ground in his territory, whereon a house might be built for the accommodation of the people we intended to leave there, but had promised us also his assistance in forwarding our works and his protection of the party who were destined to remain at Nootka during our absence. In return for this kindness, and to insure a continuance of it, the chief was presented with a pair of pistols, which he had regarded with an eye of solicitation ever since our arrival. Callicum, who seemed to have formed a most affectionate attachment to us, was also gratified, as well as the ladies of his families, with suitable presents; indeed it became our more immediate attention to confirm his regard, as he had been appointed by Maquilla to be our particular guardian and protector, and had the most peremptory injunctions to prevent the natives from making any depredations on us.

House Building Progresses.—"Great advances were made in building the house, which on the 28th was completely finished. In the very expeditious accomplishment of this important work, the natives afforded us all the assistance in their power, not only by bringing the timber from the woods, but by readily engaging in any and every service that was required of them. When the bell rang for our people to leave off work in the evening, the native laborers were always assembled to receive their daily pay, which was distributed in certain proportions of beads and iron. Such a proceeding on our part won so much upon their regard and confidence, that we could not find employment for the numbers that continually solicited to engage in our service. The house was sufficiently spacious to contain all the party intended to be left on the Sound (Nootka). On the ground floor there was ample room for the coopers, sail-makers and other artizans to work in bad weather; a large room was set apart for the stores and provisions. The armorer's shop was attached to one end of the building and communicated with it. The upper story was divided into an eating-room and chambers for the party. On the whole, our house, though it was not built to satisfy a lover of architectural beauty, was admirably well calculated for the purpose to which it was destined, and appeared to be a structure of uncommon magnificence to the natives of King George's Sound.

A Fortification Erected.—"A strong breastwork was thrown up round the house, enclosing a considerable area of ground, which with one piece of cannon, placed in such a manner as to command the cove and village of Nootka, formed a fortification sufficient to secure the party from intrusion.

The Natives are Friendly.—"The good harmony and friendly intercourse which subsisted between us and the natives, will, we trust, be considered as a proof that our conduct was regulated by the principles of humane policy; while the generous and hospitable demeanor of our faithful allies will convey a favorable idea of their character, when treated with that kindness which unenlightened nature demands, and is the true object of commercial policy to employ.

They Possess Gratitude and Affection.—"The various offices of personal attachment which we received from many individuals of these people were sufficient to convince us that gratitude is a virtue well known on this distant shore, and that a noble sensibility to offices of kindness was to be found among the woods of Nootka. Callicum possessed a delicacy of mind and conduct which would have done honor to the most improved state of our civilization. A thousand instances of regard and affection towards us might be related of this amiable man, who is now no more, and the only return that we can make for his friendship is to record it, and with every expression of horror and detestation of that inhuman and wanton spirit of murder which deprived his country of its brightest ornament, the future navigator of a protecting friend, and drove an unoffending and useful people from their native home to find a new habitation in the distant desert."

Inhuman Conduct by a Spanish Officer.—Captain Meares adds the following explanatory note: "This amiable chief was shot through the body in the month of June, 1789, by an officer on board one of the ships of Don Martinez. The following particulars were received from the master of the *North-West America*, a young gentleman of the most correct veracity, who was himself a witness of the inhuman act:

"Callicum, his wife and child, came in a small canoe alongside the *Princessa*, the commodore's ship, and the fish being taken from him in a rough and unwelcome manner before he could present it to the commodore, the chief was so incensed at this behavior that he immediately left the ship, exclaiming as he departed, 'peshae, peshae,' the meaning of which is 'bad, bad.' This conduct was considered so offensive that he was immediately shot through the heart by a ball from the quarter-deck. The body on receiving the ball sprung over the side of the canoe and immediately sank. The wife was taken with her child, in a state of stupefaction, to the shore by some of her friends, who were witnesses of this inhuman catastrophe. Shortly afterwards the father of Callicum ventured on board the Spanish ship to beg permission to creep for the body beneath the water, when this sad request of parental sorrow was refused till the poor afflicted savage had collected a sufficient number of skins among his neighbors to purchase of Christians the privilege of giving sepulture to a son whom they had murdered. The body was soon found and followed to its place of interment by the lamenting widow, attended by all the inhabitants of the Sound, who expressed the keenest sorrows for a chief whom they loved, and to those virtues it becomes our duty to give the grateful testimony of merited affection."

CHAPTER II.

MEMORIAL FROM CAPTAIN MEARES.

Evidence on the Subject.—The foregoing extracts will serve to show the *animus* of the Spaniards towards the natives, and will prepare the reader to expect little else from them than the outrageous manner in which they treated Captain Meares's men and confiscated and destroyed his property. The circumstances are fully explained in the memorial which he had presented to the British House of Commons on the 13th of May, 1790. The action which the British Government felt called upon to take to protect British subjects and their property ultimately resulted in securing to Great Britain the whole of the north-west coast, between what was at that time known as California and the Russian outposts. The evidence was so clear and strong that neither sophistry, subterfuge nor special pleading could maintain Spain in her extravagant claims. The documents now submitted form the basis of the early history of British Columbia; therefore they are given at some length:

"The memorial of John Meares, Lieutenant in his Majesty's navy, most humbly sheweth:

"That early in the year 1786, certain merchants residing in the East Indies, and under the immediate protection of the Company, desirous of opening a trade with the north-west coast of America for supplying the Chinese market with furs and ginseng, communicated such design to Sir John MacPherson, the Governor-General of India, who not only approved of the plan, but joined in the subscription for its execution, and two vessels were accordingly purchased and placed under the orders and command of your memorialist.

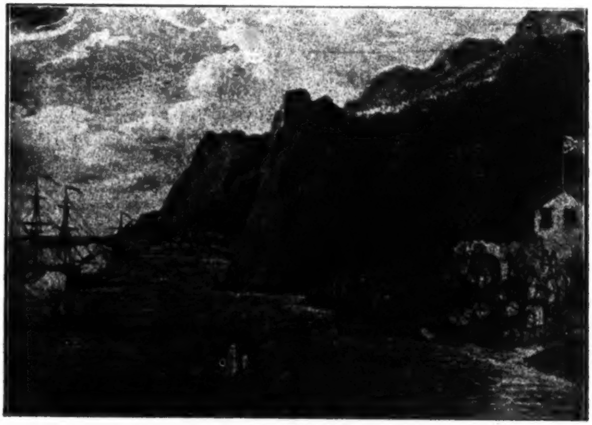
"That in the month of March, your memorialist despatched one of the said vessels, which he named the *Sea-otter*, under the command of Mr. Tipping, to Prince William's Sound, and followed her on the other ship, which he named the *Nootka*.

"That on your memorialist's arrival in Prince William's Sound, in the month of September, he found the *Sea-otter* had left that place a few days before; and from intelligence he has since received, the ship was soon after unfortunately lost off the coast of Kamtschatka.

"That your memorialist remained in Prince William's Sound the whole of the winter, in the course of which time he opened an extensive trade with the natives; and having collected a cargo of furs, he proceeded to China in the autumn of 1787.

"That in the month of January, 1788, your memorialist having disposed of the *Nootka*, he, in conjunction with several British merchants residing in India, purchased and fitted out two other vessels, named the *Felice* and *Iphigenia;* the latter he put under the direction of Mr. William Douglas. That your memorialist proceeded from China to the port of Nootka, or King George's Sound, which he reached in the month of May, and the *Iphigenia* arrived in Cook's River in the month of June.

"That your memorialist, immediately on his arrival in Nootka Sound, purchased from Maquilla, the chief of the district contiguous to and surrounding that place, a spot of ground whereon he built a house for his occasional residence, as well as for the more convenient pursuit of his trade with the natives, and hoisted the British colors thereon; that he also erected a breast-work which surrounded the house, and mounted one 3-pounder in front. That having done so, your memorialist proceeded to trade on the coast, the *Felice* taking her route to the southwards, and the *Iphigenia* to the northwards, confining themselves within the limits of 60° and 45°30′ north, and returned to Nootka Sound in the month of September. That on your memorialist's arrival there, his people whom he had left behind, had nearly completed a vessel, which, previous to his departure, he had laid down; and that the said vessel was soon after launched by your memorialist and called the *North-West America*,



LAUNCH OF THE "NORTH-WEST AMERICA."

measuring about forty tons, and was equipped with all expedition to assist him in his enterprises.

"That during the absence of your memorialist from Nootka Sound he obtained from Wicananish, the chief of the district surrounding Port Cox and Port Essingham, situated in the latitudes 48° and 49°, in consequence of considerable presents the promise of a *free and exclusive trade with the natives of the district*, and also his permission to build any storehouses or other edifices which he might judge necessary; that he also acquired the same privilege of exclusive trade from Tatootche, the chief of the country bordering on the Straits of Juan de Fuca, and purchased from him a tract of land within the said strait, which one of your memorialist's officers took possession of in the King's name, calling the same Tatootche, in honor of that chief

"That the *Iphigenia*, in her progress to the southward, also visited several ports, and in consequence of presents to the chiefs of the country, her commander had assurances given to him of not only a free access, but of an exclusive trade upon that coast, no other European vessel having been there before her.

"That your memorialist, on the 23rd of September, having collected a cargo of furs, proceeded in the *Felice* to China, leaving the *Iphigenia* and the *North-West America* in Nootka Sound, with orders to winter at the Sandwich Islands and to return to the coast in the spring. That your memorialist arrived in China early in the month of December, where he sold his cargo and also the ship *Felice*.

"That a few days after your memorialist's arrival in China, the ships *Prince of Wales* and *Princess Royal*, fitted out from the port of London by Messrs. John and Cadman Etches & Co., came to Canton from a trading voyage on the north-west coast of America; and your memorialist, finding that they had embarked in this commerce under licenses granted to them by the East India and South Sea Companies, which would not expire until the year 1790, and apprehending at the same time that the trade would suffer by a competition, he and his partners associated themselves with the said Messrs. Etches & Co., and a formal agreement was executed in consequence between your memorialist and Mr. John Etches, then supercargo of the two ships, making a joint stock of all the vessels and property employed in that trade; and under that firm they purchased a ship, which had been built at Calcutta, and called her the *Argonaut*.

"That the *Prince of Wales*, having been chartered to load teas for the East India Company, soon after returned to England; and the *Princess Royal* and *Argonaut* were ordered by your memorialist to sail for the coast of America, under the command of James Colnett, to whom the charge of all the concerns of the Company on the coast had been committed.

"Mr. Colnett was directed to fix his residence at Nootka Sound, and with that view, to erect a substantial house on the spot which your memorialist had purchased in the preceding year.

"That the *Princess Royal* and *Argonaut*, loaded with stores and provisions of all descriptions, with articles estimated to be sufficient for the trade for three years, and a vessel on board in frame, of about thirty tons burden, left China accordingly in the months of April and May, 1789. They had also on board, in addition to their crews, several artificers of different professions and nearly seventy Chinese, who intended to become settlers on the American coast, in the service and under the protection of the associated Company.

"That on the 24th April, 1789, the *Iphigenia* returned to Nootka Sound, and that the *North-West America* reached the place a few days after; that they found on their arrival in that port two American vessels which had wintered there; one of them was called the *Columbia*, the other the *Washington*; that on the 29th of the same month the *North-West America* was despatched to the northward to trade, and also to explore the archipelago of St. Lazarus.

"That on the 6th of May, the *Iphigenia* being then at anchor in Nootka Sound, a Spanish ship of war, called the *Princessa*, commanded by Don Stephen Joseph Martinez, mounting twenty-six guns, which had sailed from the port of San Blas in the Province of Mexico, anchored in Nootka Sound, and was joined on the 13th by a Spanish 'snow' (a vessel equipped with two masts, resembling the main and fore-masts of a ship, and a third small mast just abaft the main mast, carrying a try-sail) of sixteen guns, called the *San Carlos*, which vessel had also sailed from San Blas, loaded with cannon and other warlike stores.

"That from the time of the arrival of the *Princessa* until the 14th of May, mutual civilities passed between Captain Douglas and the Spanish officers, and even supplies were obtained from Don Martinez for the use of the ship; but on that day he, Captain Douglas, was ordered on board the *Princessa* and, to his great surprise, was informed by Don Martinez that he had the king's orders to seize all ships and vessels he might find upon that coast, and that he, the commander of the *Iphigenia*, was then his prisoner; that Don Martinez thereupon instructed his officers to take possession of the *Iphigenia*, which they accordingly did, in the name of his Catholic Majesty, and the officers and crew of that ship were immediately conveyed as prisoners on board the Spanish ships, where they were put in irons and otherwise ill-treated.

"That as soon as the *Iphigenia* had been seized, Don Martinez took possession of the lands belonging to your memorialist, on which his temporary habitation before mentioned had been erected, hoisting thereupon the standard of Spain and performing such ceremonies as your memorialist understands are usual on such occasions; declaring at the same time that all the lands comprised between Cape Horn and the sixtieth degree of north latitude did belong to his Catholic Majesty; he then proceeded to build batteries, storehouses, etc., in the execution of which he forcibly employed some of the crew of the *Iphigenia*, and many of them who attempted to resist were very severely punished.

"That during the time the commander of the *Iphigenia* remained in captivity, he had frequently been urged by Don Martinez to sign an instrument, purporting, as he was informed (not understanding himself the Spanish language), that Don Martinez had found him at anchor in Nootka Sound, that he was at that time in great distress, that he had furnished him with everything necessary for his passage to the Sandwich Islands, and that his navigation had in no respect been molested or interrupted; but which paper, on inspection of a copy thereof delivered to Mr. Douglas, appears to be an obligation from him and Mr. Viana, the second captain, on the part of their owners, to pay on demand the valuation of that vessel, her cargo, etc., in case the viceroy of New Spain should adjudge her to be a lawful prize for entering the port of Nootka without the permission of his Catholic Majesty, and he frequently refused to accede to this proposal; but that Don Martinez, partly by threats and partly by promises of restoring him to his command and of furnishing him with such supplies of stores and provisions as he might stand in need of, ultimately carried his point; and having so done, he, on the 26th of the same month, was restored to the command of the *Iphigenia*, but restrained from proceeding to sea until the return of the *North-West America*, insisting that he should then dispose of her for four hundred dollars, the price which one of the American captains had set upon her.

"That during the time the Spaniards held possession of the *Iphigenia*, she was stripped of all the merchandise which had been provided for trading, as also of her stores, provisions, nautical instruments, charts, etc., and, in short, every other article (excepting twelve bars of iron) which they could conveniently carry away, even to the extent of the master's watch and articles of clothing.

"That notwithstanding what had been insisted on by Don Martinez, respecting the sale of the *North-West America*, he had constantly refused to dispose of that vessel on any ground, alleging that, as she did not belong to him, he had no right to dispose of her; that the *North-West America* not returning so soon as was expected, he, Captain Douglas, was told by Don Martinez, that on his ordering that vessel to be delivered to him for the use of his Catholic Majesty, he should have liberty to depart with the *Iphigenia*; that he accordingly on the 1st of June, wrote a letter to the master of the *North-West America*, but cautiously avoided any directions to the effect desired, and availing himself of Don Martinez's ignorance of the English language, he instantly sailed from Nootka Sound, though in a very unfit condition to proceed on such a voyage, leaving behind him the two American vessels, which had been suffered to continue there unmolested by the Spaniards from the time of their first arrival; that the *Iphigenia* proceeded from thence to the Sandwich Islands, and after obtaining there such supplies as they were able to procure with the iron before mentioned, returned to China and anchored there in the month of October, 1789.

"Your memorialist thinks it necessary to explain, that in order to evade the excessive high port charges demanded by the Chinese from all other European nations excepting the Portuguese, he and his associates had obtained the name of Juan Cawalho to their firm; though he had no actual concern in their stock; that Cawalho, though by birth a Portuguese, had been naturalized at Bombay, and had resided there for many years under the protection of the East India Company, and had carried on an extensive trade from thence to their several settlements in that part of the world.

"That the intimacy subsisting between Cawalho and the Governor of Macao, had been the principal cause of their forming this nominal connection; and that Cawalho had in consequence obtained his permission that the two ships above mentioned, in case should it be found convenient to do so, should be allowed to navigate under, or claim any advantages granted to, the Portuguese flag.

"That this permission had answered the purpose of your memorialist, so far as respected the port charges of the Chinese, until the return of the *Iphigenia*; but the Portuguese governor dying soon after her departure, and Cawalho becoming a bankrupt, his creditors demanded an interest in that ship; that the governor had, in consequence, investigated the transaction, and finding that Cawalho had no actual concern or interest in the property, obliged her to quit the port; that this proceeding had subjected the *Iphigenia* at once to the increased port charges which were instantly demanded by and paid to the Chinese.

"Your memorialist has stated this transaction thus fully, in order to show that the *Iphigenia* and her cargo were actually and *bona fide* British property, as well as to explain the occasion of the orders which were given to her commander (extracts of which accompany this, and are referred to in the journal of that ship, having been under the inspection of Don Martinez).

"Your memorialist further begs to state that after the departure of the *Iphigenia*, Don Martinez became apprized of the letter with which he had been furnished, and that on the return of the *North-West America* off the port of Nootka, on the 9th of June, she was boarded and seized by boats manned and equipped for war, commanded by Don Martinez; that he did tow and convey the said vessel into the sound, and anchoring her close to the Spanish ships of war, did then take possession of her in the name of his Catholic Majesty as good and lawful prize; that the above mentioned vessel was soon after hauled alongside of the Spanish frigate; and that the officers and men, together with the skins which had been collected, amounting to 215, of the best quality, and also her stores, tackle and furniture, articles of trade, etc., were removed on board the Spanish frigate; that the commander of the *North-West America*, his officers and men, were accordingly made prisoners, and Mr. Thomas Barnett, one of the officers of that vessel, and some of her men, were, as appears by the affidavit of William Graham, one of the seamen belonging to that vessel, afterwards put in irons.

"That the *Princess Royal* arriving a few days after the seizure of the *North-West America*, and being allowed to depart, the skins collected by the last mentioned vessel (excepting twelve of the best quality, which Don Martinez thought fit to retain) were returned to the master, and, with the permission of Don Martinez, were shipped on board the *Princess Royal* for the benefit of the owners; and that ship, as appears by her journal, put to sea on the 2nd of July to pursue the trade upon the coast.

"That Don Martinez, after seizing the *North-West America* in the manner and under the circumstances above stated, employed her on a trading voyage, from which she returned after an absence of about twenty days, with seventy-five skins obtained by British merchandise which had either been found in that vessel at the time of her capture, or had been taken from the *Iphigenia*; and that the value of the furs so collected cannot, upon a moderate calculation, be estimated at less than $7,500, and which Don Martinez had applied to his own advantage.

"That the *Argonaut* arrived off the port of Nootka on or about the 3rd of July, 1789; that Don Martinez, on observing her in the offing, boarded her in his launch and with expressions of civility, promised Mr. Colnett, her commander, every assistance in his power; that before the *Argonaut* entered the sound, Mr. Thomas Barnett (who belonged to the *North-West America*, and was then a prisoner) came off in a canoe and informed Mr. Colnett of the proceedings which had taken place, and of the danger to which he was exposed; but that under the assurances given by Don Martinez that the *Argonaut* should remain unmolested, and being in want of refreshments for the crew, Mr. Colnett proceeded into Nootka Sound.

"That, notwithstanding the assurances given by Don Martinez, he, the next day, sent the lieutenant of the *Princessa* with a military force to take possession of the *Argonaut*; and that ship was accordingly seized in the name of his Catholic Majesty; the British flag was hauled down and the Spanish flag was hoisted in its stead.

"That on the seizure of the *Argonaut*, her officers and men were made prisoners, and Mr. Colnett was threatened to be hanged at the yard-arm in case of his refusing compliance with any directions which might be given to him.

"That on the 13th of July, the *Princess Royal*, as stated in her journal, again appeared off the port of Nootka; that her commander approaching the sound in his boat in expectation of finding there the commander of the expedition (from whom he was desirous of receiving instructions for his future proceedings), was seized and made prisoner by Don Martinez, and, under threats of hanging him at the yard-arm, forced him to send orders to his officers to deliver up the *Princess Royal* without contest.

"That a Spanish officer was despatched into the offing with these orders, and that the vessel was accordingly seized in the name of his Catholic Majesty and brought into port; that her crew were in consequence made prisoners, and that her cargo, consisting of 473 skins, including 203 which had been put on board her from the *North-West America*, was seized.

"That Mr. Colnett, from the circumstances of his capture, became so deranged that he attempted frequently to destroy himself, and that, according to the last accounts received, the state of his mind was such as to render him unfit for the management of any business which might have been entrusted to his care; that in this melancholy situation, however, Don Martinez, notwithstanding the vessel and cargo had before been formally seized, attempted to procure from him the sale of the copper, of which a principal part of the cargo of the *Princess Royal* had been composed, and that such sale would actually have taken place had not the other officers of that vessel, seeing Colnett's insanity, prevented it.

"Your memorialist further begs leave to represent that the American ship *Columbia*, intending to proceed to China, the crew of the *North-West America* were ordered by Don Martinez on board her, principally, as your memorialist understands, for the purpose of assisting in her navigation to China; the greater part of her crew, as well as of her provisions, having been previously put on board the *Washington* in order that she might be enabled to continue on the coast.

"That the *Columbia* having reduced her provisions considerably from the supplies she had spared to her consort, was furnished from the *Argonaut* by order of Don Martinez with what was necessary for her voyage, said to be intended, however, for the supply of the *North-West America*; that previous to the departure of the *Columbia*, ninety-six skins were also put on board her to defray the wages of the officers and crew of the *North-West America*, under a supposition that their late employers would be unable to liquidate their demands, first deducting, however, thirty per cent. from the sales, which Don Martinez had agreed should be paid for the freight on the said skins to the American commanders.

"That the *Columbia* thus supplied, left Nootka Sound accordingly, and proceeded to the southward; that a few days after she entered Port Cox, where she was joined by her consort, the *Washington*, from whom she received a considerable number of skins, conceived to be the whole, excepting the ninety-six before mentioned, which had been collected by the Spaniards as well as by British traders, and with which, after sparing a further quantity of provisions to the *Washington*, the *Columbia* proceeded to China, where she arrived on the 2nd of November, and landed the crew of the *North-West America*.

"That the crew of the *North-West America* saw the *Argonaut* proceed as a prize to San Blas; that her officers and men, who were Europeans, were put on board her as prisoners; that the *Princess Royal* was shortly to follow with her crew in confinement in the same manner. The *Washington*, on joining the *Columbia* in Port Cox, gave information that the *Princess Royal* had also sailed for San Blas.

"That Don Martinez had thought fit, however, to detain the Chinese and had compelled them to enter into the service of Spain, and that on the departure of the *Columbia* they were employed in the mines, which had then been opened on the lands which your memorialist had purchased.

"Your memorialist begs leave to annex a statement of the actual as well as the probable losses which he and his associates have sustained from the unwarrantable and unjustifiable proceedings of Don Martinez, in open violation of the treaty of peace subsisting between this country and the Court of Spain, and at times and in situations where, according to the common laws of hospitality, they might have expected a very different conduct.

"Your memorialist therefore most humbly begs leave to submit the case of himself and his associates to the consideration of the Government, in full confidence that the proper and necessary measures will be taken to obtain that redress which he and his associates have, as British subjects, a right to expect.

"(Signed) JOHN MEARES.

"LONDON, *30th April*, 1790."

LOSSES BY CAPTAIN MEARES.—The statement referred to in the foregoing memorial places the actual losses, given in detail, at $153,433, and the probable losses at $500,000.

Prompt action was taken by the British Government relative to the high-handed proceedings of the Spaniards. On the 25th of May, 1790, the following message from his Majesty King George III., relative to the capture of certain vessels by the Spaniards in Nootka Sound, was presented to both Houses of Parliament:

MESSAGE FROM KING GEORGE III.—"GEORGE R. His Majesty has received information that two vessels belonging to his Majesty's subjects, and navigated under the British flag, and two others, of which the description is not hitherto sufficiently ascertained, have been captured at Nootka Sound, on the north-western coast of America, by an officer commanding two Spanish ships of war; that the cargoes of the British vessels have been seized, and their officers and crews have been sent as prisoners to a Spanish port.

"The capture of one of these vessels had before been notified by the ambassador of his Catholic Majesty, by order of his court, who at the same time desired that measures might be taken for preventing his Majesty's subjects from frequenting these coasts, which were alleged to have been previously occupied and frequented by the subjects of Spain. Complaints were already made of the fisheries carried on by his Majesty's subjects in the seas adjoining to the Spanish continent, as being contrary to the rights of the crown of Spain. In consequence of this communication, a demand was immediately made by his Majesty's order, for adequate satisfaction, and for the restitution of the vessel, previous to any other discussion.

"By answer from the Court of Spain it appears that this vessel and her crew had been set at liberty by the viceroy of Mexico; but this is represented to have been done by him on the supposition that nothing but the ignorance of the rights of Spain encouraged the individuals of other nations to come to these coasts for the purpose of making establishments, or carrying on trade, and in conformity to his previous instructions, requiring him to show all possible regard to the British nation. No satisfaction is made or offered, and a direct claim is asserted by the Court of Spain to the exclusive rights of sovereignty, navigation and commerce in the territories, coasts and seas in that part of the world.

"His Majesty has now directed his minister at Madrid to make a fresh representation on this subject, and to claim such full and adequate satisfaction as the nature of the case evidently requires. And under these circumstances his Majesty, having also received information that considerable armaments are carrying on in the ports of Spain, has judged it indispensably necessary to give orders for making such preparations as may put it in his Majesty's power to act with vigor and effect in support of the honor of his crown and the interests of his people. And his Majesty commends it to his faithful Commons, on whose zeal and public spirit he has the most perfect reliance, to enable him to take such measures and to make such augmentation of his forces, as may be eventually necessary for this purpose.

"It is his Majesty's earnest wish that the justice of his Majesty's demands may ensure from the wisdom and equity of his Catholic Majesty the satisfaction which is so unquestionably due; and that this affair may be terminated in such a manner as may prevent any grounds of misunderstanding in future, and to continue and confirm that harmony and friendship which has so happily subsisted between the two courts, and which his Majesty will always endeavor to maintain and improve by all such means as are consistent with the dignity of his Majesty's crown and the essential interests of his subjects. G. R."

THE HOUSE OF LORDS APPROVED THE KING'S MESSAGE.—On the 26th May an "humble address of the Right Honorable the Lords Spiritual and Temporal, in parliament assembled," was passed, approving of his Majesty's message.

CHAPTER III.

EXTRAVAGANT CLAIMS OF SPAIN.

The Spanish Reply.—The Court of Spain was immediately communicated with. This brought out the following elaborate document from Count Florida Blanca, the Spanish minister:

Memorial of the Court of Spain, delivered June 13th, 1790, to Mr. Fitzherbert, the British ambassador at Madrid:

"By every treaty upon record betwixt Spain and the other nations of Europe, for upwards of two centuries, an exclusive right of property, navigation and commerce to the Spanish West Indies has been universally secured to Spain, England having always stood forth in a particular manner in support of such right.

"By Article 8th of the Treaty of Utrecht (a treaty in which all the European nations may be said to have taken part), Spain and England profess to establish it as a fundamental principle of agreement, that the navigation and commerce of the West Indies, under the dominion of Spain, shall remain in the precise situation in which they stood in the reign of his Catholic Majesty Charles II., and that rule shall be invariably adhered to, and be incapable of infringement.

"After this maxim, the two powers stipulated that Spain should never grant liberty or permission to any nation to trade or introduce their merchandise into Spanish American dominions, nor to sell, cede, or give up to any other nation, its lands, dominions or territories, or any part thereof. On the contrary, and in order that its territories should be preserved whole and entire, England offers to aid and assist the Spaniards in re-establishing the limits of their American dominions, and placing them in the exact situation they stood in the time of his said Catholic Majesty Charles II., if by accident it shall be discovered that they have undergone any alteration to the prejudice of Spain, in whatever manner or pretext such alteration may have been brought about.

"The vast extent of the Spanish territories, navigation and dominion on the Continent of America, isles and seas contiguous to the South Sea, are clearly laid down and authenticated by a variety of documents, laws and formal acts of possession in the reign of King Charles II. It is also clearly ascertained, that notwithstanding the repeated attempts made by adventurers and pirates on the Spanish coasts of the South Sea and adjacent islands, Spain has still preserved her possessions entire, and opposed with success those usurpations by constantly sending her ships and vessels to take possession of such settlements. By these measures and reiterated acts of possession, Spain has preserved the dominion, which she has extended to the borders of the Russian establishments in that part of the world.

"The viceroys of Peru and New Spain having been informed that these seas had been, for some years past, more frequented than formerly; that smuggling had increased; that several usurpations prejudicial to Spain and the general tranquillity had been suffered to be made, they have orders that the western coasts of Spanish America, and islands and seas adjacent should be more frequently navigated and explored.

"They were also informed that several Russian vessels were upon the point of making commercial establishments upon that coast. At the time that Spain demonstrated to Russia the inconveniences attendant upon such encroachments, she entered upon the negotiation with Russia upon the supposition that the Russian navigators of the Pacific Ocean had no orders to make establishments within the limits of Spanish America, of which the Spaniards were the first possessors (limits situated within Prince William Sound), purposely to avoid all dissentions, and in order to maintain the harmony and amity which Spain wished to preserve.

"The Court of Russia replied, that it had already given orders that its subjects should make no settlement in places belonging to other powers; and that if those orders had been violated, and had any been made in Spanish America, they desired the king would put a stop to them in a friendly manner. To this pacific language on the part of Russia, Spain observed that she could not be answerable for what her officers might do at that distance, whose general orders and instructions were not to permit any settlements to be made by other nations on the Continent of Spanish America.

"Though trespasses had been made by the English on some of the islands of those coasts, which had given rise to similar complaints having been made to the Court of London, Spain did not know that the English had endeavored to make any settlements on the northern part of the Southern Ocean, till the commander of a Spanish ship, in the usual tour of the coasts of California, found two American vessels in St. Lawrence, or Nootka Harbor, where he was going for provisions and stores. These vessels he permitted to proceed on their voyage, it appearing from their papers that they were driven there by distress, and only came in to refit.

"He also found there the *Iphigenia* from Macao, under Portuguese colors, which had a passport from the governor; and though he came manifestly with a view to trade there, yet the Spanish admiral, when he saw his instructions, gave him leave to depart upon his signing an engagement to pay the value of the vessel, should the Government of Mexico declare it a lawful prize.

"With this vessel there came a second, which the admiral detained, and a few days after, a third, named the *Argonaut*, from the above mentioned place. The captain of this latter was an Englishman. He came not only to trade, but brought everything with him proper to form a settlement there and to fortify it. This, notwithstanding the remonstrances of the Spanish admiral, he persevered in, and was detained, together with his vessel.

"After him came a fourth English vessel, named the *Princess Royal*, and evidently for the same purposes. She likewise was detained and sent to Port St. Blas, where the pilot of the *Argonaut* made away with himself.

"The viceroy, on being informed of these particulars, gave orders that the captain and vessels should be released, and that they should have leave to refit, without declaring them a lawful prize; and this he did, on account of the ignorance of the proprietors, and the friendship which subsisted between the Courts of London and Madrid.

"He also gave them leave to return to Macao with their cargo, after capitulating with them in the same manner as with the Portuguese captain, and leaving the affair to be finally determined by the Count de Revillagigado, his successor, who also gave them their liberty.

"As soon as the Court of Madrid had received an account of the detention of the first English vessel at Nootka Sound, and before that of the second arrived, it ordered its ambassador at London to make a report thereof to the English minister, which he did on the 10th of February last, and to require that the parties who had planned these expeditions should be punished, in order to deter others from making settlements on territories occupied and frequented by the Spaniards for a number of years.

"In the ambassador's memorial, mention was only made of the Spanish admiral that commanded the present armament, having visited Nootka Sound in 1774, though that harbor had been frequently visited both before and since, with the usual forms of taking possession. These forms were repeated more particularly in the years 1755 and 1779, all along the coasts, as far as Prince William's Sound, and it was these acts that gave occasion to the memorial made by the Court of Russia as has been already noticed.

"The Spanish ambassador at London did not represent in this memorial at that time, that the right of Spain to these coasts was conformable to ancient boundaries which had been guaranteed by England at the Treaty of Utrecht, in the reign of Charles II., deeming it to be unnecessary; as orders had been given and vessels had actually been seized on those coasts as far back as 1692.

"The answer that the English ministry gave, on the 26th of February, was, that they had not as yet been informed of the facts stated by the ambassador, and that the act of *violence*, mentioned in his memorial, necessarily suspended any discussion of the claims therein, till an adequate atonement had been made for a proceeding so injurious to Great Britain.

"In addition to this haughty language of the British minister, he further added, that the ship must in the first place be restored; and that with respect to any further stipulations, it would be necessary to wait for a fuller detail of all the circumstances of this affair.

"The harsh and laconic style in which this answer was given, made the Court of Madrid suspect that the King of Great Britain's ministers were forming other plans; and they were the more induced to think so, as there were reports that they were going to fit out two fleets, one for the Mediterranean and the other for the Baltic. This of course obliged Spain to increase the small squadron she was getting ready to exercise her marine.

"The Court of Spain then ordered her ambassador at London to present a memorial to the British ministry, setting forth that though the Crown of Spain has an indubitable right to the continent, islands, harbors and coasts in that part of the world, founded on treaties and immemorial possession, yet the viceroy of Mexico had released the vessels that were detained, the king looked upon the affair as concluded, without entering into any disputes or discussions on the undoubted rights of Spain; and desiring to give a proof of his friendship for Great Britain, he should rest satisfied if she ordered that her subjects in future respected those rights.

"As if Spain, in this answer, had laid claim to the empire of that ocean, though she only spoke of what belonged to her by treaties, and as if it had been so grievous an offence to terminate this affair by restitution of the only vessel which was then known to have been taken, it excited such clamor and agitation in the parliament of England that the most vigorous preparations for war had been commenced; and those powers disinclined to peace, charge Spain with designs contrary to her known principles of honor and probity as well as to the tranquillity of Europe, which the Spanish monarch had in view.

"While England was employed in making the greatest armaments and preparations, that court made answer to the Spanish ambassador (upon the 5th of May) that the acts of violence committed against the British flag 'rendered it necessary for the sovereign to charge his minister at Madrid to renew the remonstrances (being the answer of England already mentioned), and to require that satisfaction which his Majesty thought he had an indisputable right to demand.'

"To this was added a declaration not to enter formally into the matter until a satisfactory answer was obtained; 'and at the same time the memorial of Spain should not include in it the question of right,' which formed a most essential part of the discussion.

"The British administration offer, in the same answer, to take the most effectual and pacific measures that the English subjects shall not act 'against the just and acknowledged rights of Spain, but that they cannot at present accede to the pretensions of absolute sovereignty, commerce and navigation which appeared to be the principal object of the memorial of the ambassador, aud that the King of England considers it as a duty incumbent upon him to protect his subjects in the enjoyment of the right of continuing their fishery in the Pacific Ocean.'

"If this pretension is found to trespass upon the ancient boundaries laid down in the reign of King Charles II. and guaranteed by

England in the Treaty of Utrecht, as Spain believes, it appears that that court will have good reason for disputing and opposing this claim; and it is to be hoped that the equity of the British administration will suspend and restrict it accordingly.

"In consequence of the foregoing answer, the *charge d'affaires* from the Court of London at Madrid insisted, in a memorial of the 16th of May, on restitution of the vessel detained at Nootka and the property therein contained; of an indemnification for the losses sustained, and on a reparation proportioned to the injury done to the English subjects trading under the British flag, and that they have an indisputable right to the enjoyment of a free and uninterrupted navigation, commerce and fishery; and to the possession of such establishments as they should form with the consent of the natives of the country not previously occupied by any of the European nations.

"An explicit and prompt answer was desired upon this head, in such terms as might tend to calm the anxieties and to maintain the friendship subsisting between the two courts.

"The *charge d'affaires*, having observed that a suspension of the Spanish armaments would contribute to tranquillity upon the terms to be communicated by the British administration, an answer was made by the Spanish administration that the king was sincerely inclined to disarm upon the principles of reciprocity, and proportioned to the circumstances of the two courts, adding that the Court of Spain was actuated by the most pacific intentions and a desire to give every satisfaction and indemnification, if justice was not on their side, provided England did as much if she was found to be in the wrong.

"This answer must convince all the courts of Europe that the conduct of the king and his administrators is consonant to the invariable principles of justice, truth and peace.

"(Signed) EL CONDE DE FLORIDA BLANCA."

Mr. FITZHERBERT replied as follows:

"SIR,—In compliance with your Excellency's desire, I have now the honor to communicate to you in writing what I observed to you in the conversation we had the day before yesterday. The substance of these observations are briefly these:

"The Court of London is animated with the most sincere desire of terminating the difference that at present subsists between it and the court of Madrid, relative to the port of Nootka and the adjacent latitudes, by a friendly negotiation; but it is evident, upon the clearest principles of justice and reason, that an equal negotiation cannot be opened till matters are put in their original state; and as certain acts have been committed in the latitudes in question belonging to the royal marine of Spain, against several British vessels, without any reprisals having been made, of any sort, on the part of Britain, that power is perfectly in the right to insist, as a preliminary condition, upon a prompt and suitable reparation for those acts of violence; and in consequence of this principle, the practice of nations has limited such right of reparation to three articles, viz., the restitution of the vessels, a full indemnification for the losses sustained by the parties injured, and, finally, satisfaction to the sovereign for the insult offered to his flag; so that it is evident that the actual demands of my court, far from containing anything to prejudice the rights or dignity of his Catholic Majesty, amount to no more, in fact, than what is constantly done by Great Britain herself, as well as every other maritime power, in similar circumstances.

"Finally, as to the nature of the satisfaction which the Court of London exacts upon this occasion and to which your Excellency appears to desire some explanation, I am authorized, sir, to assure you that if his Catholic Majesty consents to make a declaration in his name, bearing in substance that he had determined to offer to his Britannic Majesty a just and suitable satisfaction for the insult offered to his flag, such offer joined to a restitution of the vessels captured, and to indemnify the proprietors, under the conditions specified in the official letter of Mr. Merry on the 16th of May, will be regarded by his Britannic Majesty as constituting in itself the satisfaction demanded; and his said Majesty will accept of it as such by a counter-declaration on his part.

"I have to add that as it appears uncertain if the vessels, the *North-West America*, an American vessel, and the *Iphigenia*, had truly a right to enjoy the protection of the British flag, the king will with pleasure consent that an examination of the question, as well as that relative to the just amount of the losses sustained by his subjects, may be left to the determination of the commissioners to be named by the two courts.

"Having thus recapitulated to your Excellency the heads of what I observed to you in conversation, I flatter myself you will weigh the whole in your mind with that spirit of equity and moderation which characterizes you, that I may be in a condition of sending to my court, as soon as possible, a satisfactory answer as to the point contained in the official paper sent to Mr. Merry on the 4th of this month, and which for the reasons I have mentioned cannot be regarded by his Britannic Majesty as fulfilling his just expectations. I have the honor to be, etc.,

"ALLEYNE FITZHERBERT."

SPAIN AND FRANCE—FAMILY COMPACT.—At this critical juncture in the history of Spain, in virtue of the Family Compact which existed, France came forward to support her neighboring ally against Great Britain. On the 16th of June, Count de Fernan Nunez, Secretary of the Foreign Department of France, sent a despatch from Paris to the Court of London, notifying the Government of Britain of the support of his Government to the claim of Spain to all the west coast of North America, as far north as the 61st degree of latitude, in Prince William Sound. A decree was passed on the 1st of August in the National Assembly of France on behalf of the Family Compact, to renew former treaties, offensive and defensive, with Spain, giving orders that the French marine should be increased to forty-five ships of the line, with a proportionate number of frigates and other vessels.

Preparations for War.—Spain continued to make preparations for war, but depended greatly on support from the allied powers. That support, however, was not to be relied on to the extent required. In the *interim* the ambassadors were engaged in discussing the question *pro* and *con*. Couriers were constantly employed carrying despatches between Madrid and London. Mr. Fitzherbert claimed for Britain the right to trade and settle on any part of the coast not actually occupied. The Spanish minister proposed to admit the right north of latitude 51 degrees, and for a distance of twenty leagues into the interior. Subsequently other boundaries were suggested.

British Propositions.—The British ambassador consented to the line of 40 north latitude from the Pacific to the Missouri River, beyond which line the territory should be free to all nations—the subjects of each having access to the settlements of the other. The Spaniards declined that proposition. At length, on the 28th of October, Mr. Fitzherbert submitted a new proposition, which after discussion and modifications, and after having been brought before a junta of high Spanish officials, was agreed upon by both plenipotentiaries. The following is a portion of the document. It saved Spain from plunging into a war which she had neither credit nor money to carry on. It proceeds :

Mr. Fitzherbert's Proposal.—"Their Britannic and Catholic Majesties, being desirous of terminating by a speedy and solid agreement, the differences which have lately arisen between the two crowns, have adjudged that the best way of obtaining the salutary object would be that of an amicable arrangement, which, setting aside all retrospective discussion of the rights and pretensions of the two parties, their true interests, as well as to the mutual desire with which their said majesties are animated, of establishing with each other, in everything and in all places the most perfect friendship, harmony and good correspondence. In this view they have named (the plenipotentiaries) who have agreed upon the following articles :

"**Article I.**—It is agreed that the buildings and tracts of land, situate on the north-west coast of the Continent of North America, or on islands adjacent to that continent, of which the subjects of his Britannic Majesty were dispossessed, about the month of April, 1789, by a Spanish officer, shall be restored to the said British subjects.

"ARTICLE II.—And further a just reparation shall be made, according to the nature of the case, for all acts of violence or hostility, which may have been committed subsequent to the month of April, 1789, by the subjects of either of the contracting parties against the subjects of the other; and that, in case any of the said respective subjects shall, since the same period, have been forcibly dispossessed of their lands, buildings, vessels, merchandise, and other property whatever, on the said continent, or on the seas or islands adjacent, they shall be re-established in the possession thereof, or a just compensation shall be made to them for the losses which they have sustained.

"ARTICLE III.—And, in order to strengthen the bonds of friendship, and to preserve in future a perfect harmony, etc., it is agreed that their respective subjects shall not be disturbed or molested, either in navigating or carrying on their fisheries in the Pacific Ocean, or in the South Seas, or in landing on the coasts of those seas, in places not already occupied, for the purpose of carrying on their commerce with the natives of the country, or of making settlements there; the whole subject, nevertheless, to the restrictions specified in the three following articles:

"ARTICLE IV.—His Britannic Majesty engages to take the most effectual measures to prevent the navigation and fishery of his subjects in the Pacific Ocean, or in the South Seas, from being made a pretext for illicit trade with the Spanish settlements; and with this view, it is moreover expressly stipulated that British subjects shall not navigate, or carry on their fishery in the said seas, within the space of ten sea leagues from any part of the coasts already occupied by Spain.

"ARTICLE V.—It is agreed, that as well in the places which are to be restored to the British subjects, by virtue of the first article, as in all other parts of the north-western coasts of North America, or of the islands adjacent, situated to the north of the parts of the said coast already occupied by Spain, wherever the subjects of either of the two powers shall have made settlements since the month of April, 1789, or shall hereafter make any, the subjects of the other shall have free access, and shall carry on their trade without any disturbance or molestation.

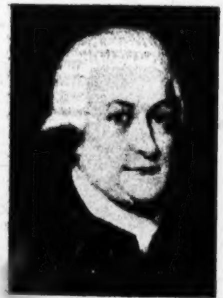
"ARTICLE VI.—No settlements to be made by subjects of either power on coasts and islands of South America, south of parts already occupied by Spain; yet, subjects of both powers may land for purposes of fishery and of erecting temporary buildings serving for those purposes only.

"ARTICLE VII.—In all cases of complaint or infraction of the articles of the present convention, the officers of either party, without permitting themselves previously to commit any violence or act of force, shall be bound to make an exact report of the affair, and of its circumstances to their respective courts, who will terminate such differences in an amicable manner.

"ARTICLE VIII.—Convention to be ratified in six weeks or sooner from date of signature. (Signed, etc.) FITZHERBERT and BLANCA."

CHAPTER IV.

NEW DISCOVERIES AND EXTENSIVE SURVEYS.



CAPTAIN GEORGE VANCOUVER.

CAPTAIN GEORGE VANCOUVER APPOINTED.—To carry into effect the decision relative to the right of sovereignty and other affairs at Nootka, which had just been agreed on and accepted by Great Britain and Spain, the British Admiralty selected and appointed Lieutenant GEORGE VANCOUVER to take charge of an expedition to the north-west of America. His commission was made out in December, 1790, requiring him to take command of two vessels then fitting out for the purposes mentioned, and that he should proceed to the north-west coast of America, there to be placed in possession, by the Spaniards residing at Nootka, of the districts and parcels of land occupied by his Majesty's subjects in 1789; and also to make a close examination of the coast from latitude 30° north to 60° north, more especially with respect to any water communication between the west coast and the country upon the opposite side of the Continent.

QUALIFICATIONS AND CHARACTER OF VANCOUVER.—That Captain Vancouver was eminently fitted for the discharge of the important duties included in his commission and instructions, is evident from the fact that having joined the British navy in 1771, when only thirteen years of age, he was, by his good conduct and efficiency, promoted step by step, from "able-bodied seaman" to midshipman, under the celebrated navigator, Captain Cook, on the ships *Resolution* and *Discovery*; and that he passed as lieutenant in October, 1780, under certificates from Captains Cook, Gore, Clerke and King; and that on account of his excellent character, the ordinary delay of promotion was dispensed with by order of the Admiralty. He afterwards served as lieutenant under Lord Rodney in the West Indies, and thus gained a thoroughly practical training and nautical experience of about twenty years. The able and diplomatic manner in which he dealt with the Spaniards at Nootka is proof of his ability and tact in that respect, whilst the extension and accurate surveys which were subsequently made, showed that he and his officers were admirably fitted for the discharge of the duties assigned to them in that department by the British Admiralty.

THE OFFICERS OF THE "DISCOVERY" AND "CHATHAM."—The ships of which he was given command were the *Discovery* and *Chatham*; the former a small, ship-rigged vessel of 340 tons, armed with ten 4-pounders and ten swivels; the latter, a brig of 135 tons, armed with four 3-pounders and six swivels. The swivels were small cannons fitted in a socket in the bulwarks, permitting them to be turned in any direction. The crew of the *Discovery* numbered, in all, one hundred; the crew of the *Chatham*, forty-five, the following being the officers: H.M.S. *Discovery*—Captain, George Vancouver; First Lieutenant, Zacheriah Mudge; Second Lieutenant, Peter Puget; Third Lieutenant, Joseph Baker; Master, Joseph Whidby; three master's mates, surgeon, boatswain, carpenter, gunner, and six midshipmen. H.M.S. *Chatham*—Commander, Lieutenant W. R. Broughton;* Lieutenant, Jas. Hanson; Master, Jas. Johnstone; two master's mates, surgeon, boatswain, gunner and four midshipmen.

THE SHIPS LEAVE THE THAMES, 1791.—The ships left the Thames on January 26th, 1791, and Falmouth on April 1st, taking the route *via* Cape of Good Hope. Captain Vancouver arrived on the western coast of Australia, September 27th, and remained on that coast until October 23rd, discovering and naming certain portions which had been passed by Captain Cook. He proceeded *via* Van Diemen's Land to New Zealand, where a stay was made, for refitting, from the 2nd to the 22nd November, in Dusky Bay. The vessels then sailed for the Society Islands, where they remained until January, 1792.

AT THE SANDWICH ISLANDS.—The course was next shaped for the Sandwich Islands, where they made a stay until the 16th of March. Sail was then set for the north-west coast, which was sighted on 18th of April, in latitude 39° N. Coasting northwards, at daylight April 29th, a sail was sighted, the first they had seen for eight months.

The stranger hoisted United States colors, and fired a gun to the leeward. On being spoken, she proved to be the ship *Columbia*, of Boston, commanded by Robert Gray, who reported having been nine days off the mouth of a large river, but which he could not enter owing to strong currents.

CAPE FLATTERY, 29TH APRIL, 1792.—Captain Vancouver reached Cape Flattery by noon on the 29th. Proceeding up the Straits of Fuca, the Indian village of Classett was noticed, and about two miles beyond the village a small bay with a little island lying off to its eastern side, was passed. This is now known as Neah Bay. The high shores of the northern side of the straits could only be indistinctly seen through the rain, and the weather became more unpleasant as the day advanced, the wind veering to the S. E. This obliged the vessel to keep close along the southern shore, and at seven in the evening they came to anchor, one mile from the beach and in twenty-three fathoms of water, about eight miles within the entrance of the straits.

A CENTURY AFTERWARDS.—A competent navigator and a modern writer on Vancouver's centenary, says: "The following morning, April 30th, with a gentle breeze from the N. W., clear and pleasant weather, the vessels steered to the eastward at a distance of about two miles from the southern shore. At noon the latitude was observed as 48° 19′ north, and during the afternoon the delightful serenity of the weather and the smoothness of the sea enabled lunar observations to be taken for ascertaining the longitude. From these observations the position of Cape Flattery was determined as 48° 23½′ N., and 125° 45′ W. This position speaks well for the exactness of Vancouver's observations, as the latitude here is correct and the longitude, the great bugbear in navigation in those days, only 23′ too far east. In many other instances in his work the latitude and longitude of notable places are given, and in nearly all the latitude is correct and the longitude not deviating more than 15′ from what is assigned to those positions now. Vancouver had three chronometers with him, made by the best makers of the day, one of them having been previously round the world with Captain Cook. However, not much confidence could be placed in their performance, and they were principally used to carry on one set of lunar observations to another. The smallest rate was a gaining one of 21″ per day and the largest 40″, very large rates when compared with good chronometers of the present day.

MOUNT BAKER.—"As the day advanced, the wind and weather, which was delightfully pleasant, accelerated their progress, and at five in the afternoon, a very low sandy spit was observed projecting from the cliffy shores into the sea, and at the same time away to the north-eastward a high conspicuous mountain was seen towering above the clouds and covered with snow. As the third lieutenant was the first to see it, the mountain was named in honor of him Mount Baker. [This officer was promoted to first lieutenant in 1794.—Ed.] Just inside the sandy spit the vessels anchored for the night, and as the low point bore a great resemblance to Dungeness in the British channel, it was named New Dungeness.

Explorations Commenced.—"Tuesday, May 1, 1792, was ushered in by weather delightfully fine, and the boats of the *Discovery* were got out for explorations along the coast. They returned at night with the knowledge that a short distance farther to the eastward was a large bay with an island protecting its entrance, and to this bay the ship sailed next morning, Vancouver naming it Port Discovery after his ship, and the island Protection Island.

Thorough Work was Performed.—"The ships securely moored in Port Discovery, the boats were again got ready for explorations, and on the morning of May 7 the *Discovery's* yawl, with Captain Vancouver, the launch, Lieutenant Puget, and the *Chatham's* cutter, Mr. Johnstone, left for the eastward. The boats separated and all of them rejoined the next day, having made the circuit of a very safe and more capacious harbor than Port Discovery, and rendered more pleasant by the high lands being at a greater distance from the water side. To this port was given the name of Port Townsend in honor of the noble marquis of that name.

Inlets, Bays, and Basins.—"By the end of the month an examination and preliminary survey were completed of those hitherto unknown inlets, bays, and basins, whose shore lines are now known to measure 1,800 miles. Captain Vancouver named that wonderfully situated branch of the Pacific Ocean—Puget Sound—after Mr. Puget, one of his lieutenants, whose assistance in tracing its sinuous shores, he says, he found of very great value.

Two Spanish Vessels.—"On completing the survey of Puget Sound, Vancouver continued his voyage northward, surveying Burrard Inlet, Howe Sound, etc. In an inlet near Gray's Point, June 22, he found two Spanish vessels of forty-five tons burden, with twenty-four men each, under command of Senor Don D. Galiano, and Senor Don C. Valdez, who were engaged in surveying those channels, having come from Nootka by the north end of the island. They received Vancouver with great courtesy, and informed him that at Nootka there were three Spanish frigates and a brig awaiting his arrival. They gave him copies of their charts, which facilitated his voyage northward. He rounded Cape Scott, the north-west point of Vancouver Island, on the 25th, and reached Nootka on the 27th of August. At the entrance of the harbor he was met by a Spanish officer and a pilot, who brought the *Discovery* to anchor near where 'His Catholic Majesty's' brig *Active* was riding, bearing the broad pennant of Sen. Don Juan Francisco de la y Bodega Quadra, commandant of the marine establishment of San Blas and California."

Quadra and Vancouver.—As Senor Quadra lived on shore, Lieutenant Puget was sent to acquaint him of Vancouver's arrival, and to inquire if a royal salute to the flag would be accepted. A polite reply in the affirmative was returned, and a salute of thirteen guns exchanged. Vancouver afterwards went ashore and was received with great cordiality. Many visits were exchanged between Quadra and Vancouver. The situation was fully discussed. On the one hand Vancouver had instructions, in accordance with the first article of the late convention, to receive from Quadra the buildings and tracts of land of which British subjects had been dispossessed in 1789. On the other hand, Quadra desired delay as he had not received special instructions from his Government on the subject. His predecessor, and those who favored his views, were anxious to shut out British traders.

Death of Quadra.—The representatives of Britain and Spain continued to act in amity. It was agreed between them that the whole matter relative to the transfer should remain in abeyance until further instructions were received, and that in the meantime the large island which Vancouver had just circumnavigated, should for the time being be named "Quadra and Vancouver Island." Quadra and his fleet left Nootka on the 22nd of September, 1792, for his Mexican headquarters at San Blas; and Vancouver, as soon as he had completed arrangements for storing supplies, etc., left Nootka on the 12th of October for the Sandwich Islands, where he wintered. Senor Quadra died the following March, greatly regretted by Captain Vancouver. He was succeeded by General José Manuel de Alva, who was appointed commander of the San Blas establishment and as commissioner at Nootka.

CHAPTER V.

IMPORTANT STATE PAPERS.

Fresh Evidence.—Before Vancouver left Nootka, Mr. Duffin (first officer on the *Felice*), one of the men who had been employed by Captain Meares, opportunely arrived and gave evidence as follows. His evidence probably formed part of the despatches sent by Vancouver to England *via* China by an envoy. It furnished direct facts from an eye-witness :

To Captain George Vancouver, Commander of his Britannic Majesty's ships, "Discovery" and "Chatham," now lying in Friendly Cove, King George's Sound.

"Sir,—Whereas different reports have been propagated relative to what right Mr. Meares had for taking possession of the land in Friendly Cove, Nootka Sound, I shall state with that candor and veracity which always influence me on such occasions, an impartial account of Mr. Meares's proceedings in the above mentioned port.

"Toward the close of 1787, a commercial expedition was undertaken by Henry Cox, Esq., & Co., merchants, then residing at Macao, who accordingly fitted and equipped two ships for the fur trade on the north-west coast of America. The management of this expedition was reposed in John Meares, Esq., as commander-in-chief and sole conductor of the voyage, and who was likewise one of the merchant proprietors. These vessels were equipped under Portuguese colors, with a view to mitigate those heavy port charges imposed on ships of every nation (the Portuguese only excepted), which circumstance is well known to all commercial gentlemen trading in that part of the world. Under those circumstances the said vessels fitted out in the name and under the firm of John Cavallo, Esq., a Portuguese merchant then residing at Macao. He had no property in them whatsoever—both their cargoes being entirely British property and the vessel navigated solely by the subjects of his Britannic Majesty.

"On our arrival the first time in the above port in Nootka Sound, which was in May, 1788, the two chiefs, Maquilla and Calicum, were absent. On their return, which was either on the 17th or the 18th of the same month, Mr. Meares, accompanied by myself and Mr. Robert Funter, second officer, went on shore and traded with the said chiefs for the whole of the land that forms Friendly Cove, in his Britannic Majesty's name. He accordingly bought it of them for eight or ten sheets of copper and several other trifling articles. The natives were fully satisfied with their agreement. The chief and likewise the people did homage to Mr. Meares as their sovereign, using those formalities that are peculiar to themselves and which Mr. Meares has made mention of in his publication. The British flag was displayed on shore at the same time, and those formalities were used as is customary on such occasions, and not the Portuguese flag as has been insinuated by several people who were not present at the time; consequently they advanced those assertions without foundation.

"On taking possession of the cove in his Britannic Majesty's name as before mentioned, Mr. Meares caused a house to be erected on the very spot where the *Chatham's* tent is at present, it being the most convenient part of the cove for our intentions. The chiefs with their subjects offered to quit the cove entirely and reside at a place called Tashees, and leave the place to ourselves as entire masters and owners of the whole cove and lands adjacent; consequently we were not confined merely to that spot but had full liberty to erect a house in any other part of the cove, but chose the spot we did for the above mentioned reason.

"Mr. Meares appointed Mr. Robert Funter to reside in the house, which consisted of three chambers for the officers, and the proper apartments for the men, and a mess-room. The said apartments were elevated about five feet from the ground, and under these were apartments for keeping our stores in. Exclusive of these were sheds and outhouses for the convenience of the artificers to work in. On Mr. Meares's departure the house was left in good condition, and he enjoined Maquilla to take care of it until his return or any of his associates on the coast again.

"It has been reported that on the arrival of Don José Estevan Martinez in the cove, there was not the least vestige of the house remaining. However that might be, I cannot say, as I was not at Nootka at the time.

"On our return in July, 1789, in the said cove, we found it occupied by the subjects of his Catholic Majesty. There was likewise some people belonging to the ship *Columbia*, commanded by Mr. John Kendrick, under the flag and protection of the United States of America, who had their tents and outhouses erected on the same spot on which our house formerly stood, but I saw no remains of our former architecture.

"We found lying in the cove, at anchor, his Catholic Majesty's ships *Princessa* and *Don Carlos*; likewise the ship *Columbia* and sloop *Washington*; and the second day after our arrival in the *Argonaut*, we were captured by Don José Estevan Martinez. The Americans were suffered to carry on their commerce unmolested.

"This is the best information I can give you that might tend to elucidate the propriety of Mr. Meares taking possession of the village of Nootka and Friendly Cove.

"Should anyone doubt the truth of this protest, I am always ready to attest it before any court of jurisdiction, or any person duly authorized to examine me.

"I have the honor to be, with the greatest esteem, etc.,

"(Signed) ROBT. DUFFIN.

"That the above was the identical truth, was sworn before me this 21st September, 1792.

"(Signed) GEO. VANCOUVER."

COMMISSIONERS APPOINTED.—On behalf of Spain, Don Manuel de la Heras was appointed a commissioner to determine the amount of losses to be paid to British subjects as compensation for their losses caused by the seizure of their vessels, etc., in 1789. Mr. Rudolph Woodford was appointed on behalf of Great Britain. They met at Whitehall, London, and agreed that the sum of two hundred and ten thousand dollars in coin, should be paid by Spain in full of all claims. The agreement was signed on the 12th of February, 1793. Bancroft, in his history of the North-West Coast, states it was ratified the same day by the British monarch. He adds sneeringly: "Presumably the money was paid without delay, greatly to the satisfaction of Meares and his associates, who if they got half the amount named, though their original claim had been six hundred and fifty thousand dollars, had every reason to be content."

BANCROFT'S BIAS.—The historian just quoted, when dealing with British affairs, displays a marked bias and anti-British feeling. A similar spirit appears to have existed amongst the fur traders from Boston, on their arrival at the west coast. They seemed ready to enter into league with Martinez, who accommodatingly gave them supplies from the British ships he had seized; and from their sea-otter skins he deducted 30 per cent., for freight after appropriating a dozen of the best skins for his own use. The following paragraphs from the same author are rather suggestive:

BOSTON TRADERS VERY FRIENDLY WITH THE SPANIARDS.—"The *Columbia* arrived the day after Meares's departure, and the Americans, eager to get rid of their rivals in trade, gladly aided in the preparations for departure. The house on shore, if we may credit Gray and Ingraham, was demolished, part of the material being put on board the English vessels, and the rest given to Captain Kendrick. Captain Kendrick's vessel wintered at Nootka. . . . Just outside the entrance of the sound, Martinez met Gray, of the *Washington*, and in a friendly interview made many inquiries about the vessels within, and announced his intention of capturing the English craft. . . . Martinez went up the sound to spend a few days with

Kendrick. . . . The Englishmen suspected that Kendrick had instigated the seizure; and I have little doubt that he did so, at least to the extent of putting the *Iphigenia's* peculiar papers in their worst light, and encouraging the Spaniards' worst suspicions. . . .

They were not Interfered With.—"It has already been noticed that throughout this whole affair relations between the Spaniards and Americans were so friendly as to suggest a secret understanding. There was not the slightest interference with the *Columbia*, or *Washington*, though Martinez could hardly have been unaware of the orders issued in Mexico for the seizure of those very vessels, if they should enter a Spanish port. It was afterwards stated that the *Columbia* was detained until some doubtful expressions in her papers had been explained, but there is no evidence that such was the case. Martinez's interview with Gray and visit to Kendrick just before the seizure of the *Iphigenia*, as I have said, caused Captain Douglas to suspect, very naturally, that the Americans had instigated the act, though Captain Kendrick denied it. Subsequently a close intimacy continued; interviews were frequent; American officers were companions and witnesses for the Spaniards in all their transactions with the English; Mr. Coolidge took charge of one of the prizes for a trading cruise, presumably on joint account. Captain Gray willingly carried the captive men and stores to China; the Americans became later most friendly witnesses in defence of Martinez's acts. It by no means follows, however, that the Americans took any dishonorable advantage of the quarrel. Their own interests and duty to their owners required them to get rid of rival traders and to secure Spanish protection for their own enterprise; legally, the Spaniards were *prima facie* in the right, and their opponents in the wrong; and I know of no reason why, under the circumstances, sympathy should have been contrary to interest. Individually, and in the disposition of property, there may have been instances of dishonorable action on the part of both Americans and Spanish; but the testimony is not sufficient for a conclusion on that point."

Elisa Succeeded Martinez.—Nootka, after the recall of Martinez in 1791, was placed in charge of Commander Elisa, who had a fort built and the old fortification restored. When Captain Kendrick returned from his trip to China he landed in the north at Barrel Sound, Queen Charlotte Island. There he had a skirmish with the natives. He repulsed them, killing a large number and carrying away their furs. Coming south to Nootka he appears to have fallen into disrepute with the new commander, as after reaching his old anchorage some distance along the cove beyond the fort, he was ordered not to trade or anchor in Spanish ports. He obeyed and left next morning, by the northern passage, with his cargo of eight hundred sea-otter skins, preferring not to risk a second exposure to the guns of the fort.

Kendrick Purchases Lands.—He proceeded to Clayoquot where he procured an additional number of skins, and is said to have purchased large tracts of land in the Nootka region from the chiefs Maquinna and Wicananish. Bancroft, in a foot-note of considerable length, gives a list of the deeds. The areas of land embraced in them were estimated to include about 240 square miles (153,600 acres). Those purchases or grants from the natives were never realized or acted upon, although as late as 1840 the subject was revived and brought before Congress, but without any satisfactory results to the heirs of Kendrick.

Surveys of 1793.—After spending the winter at the Sandwich Islands as he proposed, Vancouver returned to Nootka in the spring of 1793. He only remained there three days. The *Chatham* was then commanded by Peter Puget, who was promoted from the third lieutenancy of the *Discovery* to fill the vacancy caused by Captain Broughton's absence as special envoy to London. No despatches having arrived for Vancouver, he proceeded on a northern cruise to continue his survey along the mainland, from where it had been discontinued the former season. The Spanish occupants at Nootka had passed the winter in erecting a small fort on Hog Island, on which they mounted eleven guns—9-pounders. An earthquake is recorded to have taken place there on the 17th of February. In May, Fidelgo was succeeded in his command by Alférez Ramon Saavedra, who arrived from San Blas in the *San Carlos*, which replaced the *Princessa*.

The fur trade along the coast does not appear to have been as brisk in 1793 as in 1792. Several British vessels, however, were seen by Vancouver during his summer's survey. The islands and the wonderful inlets and canals of the mainland were carefully surveyed. A complete chart of these islands and of the east side of Queen Charlotte Island was made, and as the *Discovery* and *Chatham* returned south by the west or outside of the island, Captain Vancouver had an opportunity of taking correct bearings. He arrived at Nootka on the 5th of October, and was received by Senor Saavedra, in charge of the port, with usual ceremonies and salutes. As no despatches had arrived from England for him, after three days he sailed for Monterey, *en route* to the Sandwich Islands to winter there.

CHAPTER VI.

MACKENZIE'S OVERLAND JOURNEY.

Another Great Explorer.—Whilst Vancouver was engaged in making his survey northward from Queen Charlotte Sound, another explorer was making his way from the east overland to the Pacific coast. This was **Alexander Mackenzie**, a native of Stornoway, Scotland, who emigrated to Canada about the year 1779. On his arrival in Montreal, he entered the service of Mr. Gregory, an extensive fur dealer. In this employment he continued for five years, and afterwards for a short time carried on business on his own account. When the North-West Fur Company was formed, he became one of the partners. After much experience and successful dealing with the natives, we find him, in 1789, at Fort Chipewyan, on Lake Athabasca or Lake of the Hills, near the north-eastern limit of the Rocky Mountains. This fort was then the principal western trading-post belonging to the Company.

ALEXANDER MACKENZIE.

His Personal Appearance.—Mackenzie is described as being possessed of a vigorous mind and a fine physique. In form, he was of medium stature and of square, muscular build, very strong, lithe and active, and capable of enduring great fatigue. His features were regular, eyes bright and searching, nose and mouth Grecian, and his forehead high, intellectual and crowned with dark, wavy hair. Firmness and weight marked the man in every attitude and expression. Lips, chin and facial illumination, all implied the possession of a will which would never rest satisfied until its purposes were accomplished. In thought, he was as refined and noble as in outward expression he was dignified. His energy was mild; not of the impatient, fretful order, and therefore well suited to his self-imposed task. His large, gentle eyes imparted to his decisive features a suavity of expression of the utmost importance to him in dealing not only with his own men, who were sometimes inclined to be mutinous, but also with affrighted savages, who in him beheld the first white man they had ever seen.

His Qualifications and Enterprise. Such a noble character, doubtless, was Alexander Mackenzie. His was a mind bent on enterprise, and filled with zeal for the benefit of his partners in trade and with a desire for the well-being of mankind in general. He knew the extent of the great Saskatchewan River and its outlets through Lake Winnipeg and the Nelson River in Hudson Bay; and he determined to know all that could be known of the great river of the north, which, flowing out of Great Slave Lake, connected with Athabasca Lake and Peace River. He resolved to explore its length as far as practicable. It might be that his efforts would be, the means of solving the problem of a northern water communication between the Pacific and Atlantic Oceans. He weighed the matter thoroughly, and with the consent of his partners formed an expedition in 1789, consisting of four Canadians, two of whom were accompanied by their wives, and a German. An Indian and his two wives, in a small canoe, formed part of the expedition, also two young Indians in another small canoe. Those men were engaged to serve in the twofold capacity of interpreters and hunters.

Explored Mackenzie River.—Leaving Fort Chipeweyan, on the south side of Athabasca, or the Lake of the Hills, he crossed that lake with his party, and joining Peace River at Salt Springs, followed the river to Great Slave Lake. Crossing that lake diagonally to the west corner, he debouched into the great river of the north and followed it to its outlets in the Arctic, or Frozen Ocean. The party were obliged to put up with considerable hardships during the trip, which, including the return, occupied one hundred and two days, but without any loss of life or any serious difficulty with the natives. After the expedition had gone but a short distance north, they met tribes, though not numerous, who had never seen a white man before. The river which Mackenzie had explored he named after himself, "Mackenzie River," a name which it still bears. From what he had seen in his journey to the Arctic Ocean, it was evident, he concluded, that no navigable water channel could exist between the Pacific and the Atlantic Oceans farther north than the outlet of Mackenzie River in the Arctic Ocean; he therefore resolved to find a route westward across the Continent direct to the Pacific, by way of Peace River as far as the watershed or height of land which formed the head waters of that river.

He Consulted his Partners.—In Montreal, shortly afterwards, he consulted his partners, and pointed out to them the advantages which must follow by the extension of their trade westward to the Pacific. He proposed to visit London to ascertain from the reports of the latest discoveries by Captains Cook, Meares, and others, the corresponding latitude and longitude with Fort Chipeweyan and Peace River; and by studying astronomy and navigation, he could so shape his course and record his journeys and location that permanent advantages would be secured. They approved of his proposition and he proceeded to London, where he was well received and afforded every opportunity to obtain the required information and instruction. Being an apt student, he was not very long in acquiring the knowledge of which he was in quest.

The Western Journey.—In 1792, we find Mr. Mackenzie, returned from England, after having crossed and recrossed the Atlantic and the eastern portion of the Continent of America, again at Fort Chipeweyan and prepared to embark on his proposed western journey over the unknown portion of the North American continent. On the 10th of October he left Fort Chipeweyan and proceeded again northerly across Lake Athabasca to Peace River. This time he turned westward up stream, with the intention, before the frost set in, of reaching the most westerly of the trading establishments which then occupied Peace River—they extended along the river a distance of about two hundred miles. He intended to winter there and prepare for a start as soon as spring would open. This he accomplished, arriving at New Establishment Post on the 20th of October.

The Wintering Place.—By the 1st of November he reached the proposed wintering place at Fort Fork, a short distance west of where the east branch of Peace River joins the main river. To this point Mackenzie had sent forward two men early in the season, to clear the ground and prepare square timber for buildings and palisades for an enclosure. Tents were used by Mr. Mackenzie and party until the buildings were completed, which they were not until the 23rd of December. The cold by that time was intense. Food and firewood, however, were in abundance, so time wore the winter away not unpleasantly. No sooner was the river clear of ice in the spring, than Mr. Mackenzie records he "closed the year's business by writing up his accounts, and despatching six fur-laden canoes to Fort Chipeweyan."

Alexander Mackay, of Reay.—All things being in readiness, on the 9th of May, 1793, Mackenzie and his party embarked in one canoe, which is described as being "twenty-five feet long, with four and three-quarters feet beam and twenty-six inches hold." This small vessel was all that was provided to carry the whole party, numbering ten persons, "with all their equipage, arms, ammunition, provisions, goods for presents, and baggage, in weight not less than three thousand pounds, yet was so slight that two men could easily carry her three or four miles without stopping to rest." The principal man of the expedition, next to the leader, was Alexander Mackay, a native of Reay, Sutherlandshire, Scotland. This young man was an expert boatman and hunter, and shared the responsibility throughout with Mackenzie. He divided keeping night watches with his leader, when amongst natives who could not safely be relied on.

Difficult Navigation.—During the first nine or ten days, navigation, although against a strong current, was comparatively easy. On the north-western bank of the stream vast herds of elk were feeding and great numbers of buffalo, with their young frisking around them. Mackenzie, describing the country, says: "This magnificent theatre of nature had all the decorations which the trees and animals of the country can afford, and displayed an exuberant verdure. Trees which bear blossom were advancing fast to that delightful appearance, and the velvet rind of their branches reflecting the oblique rays of a rising or setting sun, added a splendid gaiety to the scene." As the current increased it was necessary to use propelling poles more than paddles. Rapids and cascades now became frequent, and sharp rocks threatened destruction to the canoe. On both sides of the river the banks were more steep. A band of Rocky Mountain Indian hunters were met at this point. They seemed distressed at parting with their two friends, who went as interpreters along with the expedition. Mackenzie assured them that in three moons they would return to them. As the party proceeded, the route became more difficult. Their boat in some places had to be pulled up by the men laying hold of the overhanging branches, in other places by pulling on ropes fastened to trees; sometimes trees had to be cut down to afford a footing along the bank of the river.

Head Waters of Peace River.—Not far from the head waters of Peace River, the expedition encountered a band of Rocky Mountain Indians who fled at the approach of the white men. They returned, however, when assured by the interpreters that the party were friendly. With great persuasion and not a few presents, one of the natives consented to accompany the party as guide, as he appeared to have some knowledge of the rivers and country beyond the height of land which they were now approaching. Proceeding slowly and toilsomely, they came to a lake two miles in length, at the upper end of which they landed and unloaded. This was the 12th of June, 1793. Mackenzie, in his journal, says: "This I consider as the highest and southernmost source of the Unjigah or Peace River, latitude 54° 24′ north, longitude 121° west of Greenwich, which, after a winding course through a vast extent of country, receiving many large rivers in its progress and passing through Slave Lake, empties itself into the Frozen Ocean in 70° north latitude and about 135° west longitude." This point might with propriety be called the source of the Mackenzie River, as he had explored both rivers from their sources to outlets.

Lakes and Portages.—A portage over a low ridge of land, along a beaten path for eight hundred and seventeen paces, had now to be made. Another small lake was then reached, on which they embarked. Thence they entered Bad River, from which, on account of its shallowness and rocky bottom, they were obliged to land, unload and encamp. They now had begun to navigate down stream, which is far more dangerous in canoe navigation than ascending unknown streams on which are frequent rapids and cascades. A road had to be cut to portage around the rapid. On launching again, the swift current caught the canoe and drove it broadside upon a bar. All hands jumped into the icy cold stream, which so lightened the canoe as to enable it to clear the bar. The men, clinging to the craft, jumped in as they best could. Before they were fairly seated they were driven against a rock, which shattered the stern and threw the boat to the opposite shore, breaking the bow in pieces. The foreman caught some overhanging branches, but was jerked out of the boat in an instant and swung on shore. In another moment they were in the midst of a cascade, the rocks breaking through the bottom of the canoe, which now filled with water.

Narrow Escape.—Fortunately an eddy caught the boat, bringing it into shallow water. There it struck a rock, on which it remained until unloaded of such effects as were not swept away by the water. The powder in the boat fortunately escaped damage. Mackenzie stood in the water, holding the boat in position until the stuff was unloaded. It was then dragged ashore in a very bad state and was repaired next day. Another road had to be cut to the foot of the rapids and across a swampy piece of ground, making a portage as direct as possible to the great river which was not very far distant. The expedition in this part of the journey only progressed at the rate of two or three miles a day. The Indian guide, seeing those difficulties, became disheartened and deserted.

Supposed he had Reached Columbia River.—The banks of the great river were at last reached. The explorer imagined he had reached the great Columbia River, which he had heard of when in England. The mistake was natural for him to make. The course and outlet of the river was not explored until 1806-8, when Simon Fraser followed its course to the outlet, and gave it the name Fraser River. Mackenzie found the great river was taking him too far south for the latitude in which he wished to reach the Pacific Ocean. On the 21st of June, Mackenzie records in his journal that being "very sensible of the difficulty of procuring provisions in this country, he thought it prudent to guard against any possibility of distress of that kind on our return. He, therefore, ordered ninety pounds weight of pemmican to be buried in a hole sufficiently deep to admit of a fire being built over it without doing any injury to the hidden treasure, and which would at the same time secure it from the natives of the country, or the wild animals of the woods."

Met Armed Natives.—Mackenzie's progress was now rapid, but he found the river was carrying him farther south and easterly than his desired latitude. He, therefore, after consultation with a tribe of natives, concluded to return to a point near West Road River which he had formerly passed during a fog. There he saw a canoe in which was a single occupant. This individual gave a shrill whistle, which immediately brought a crowd of other natives to the bank of the river. They came armed, and with warlike antics and whoops indicated that Mackenzie's boat should not land. He ordered his boatman to turn and take a position on the bank opposite, the current in the meantime carrying them past where the Indians had assembled. Mackenzie then landed alone, and walked up the bank displaying trinkets and beckoning for them to come over to him. He had directed one of his hunters to land and slip into the woods, carrying two guns with him, that in the event of an attack he would be ready to assist.

Pacified them with Trinkets.—Two natives in a canoe after some time ventured to cross the stream, but stopped within about a hundred yards of Mackenzie. He, with a perfect knowledge of the Indian character, beckoned them to approach, holding out towards them beads and looking-glasses. Slowly and timidly the wild men shoved their canoe, stern foremost, toward the bank until within full view of the alluring trinkets. Finally they gathered courage to land and seat themselves beside the white man, at whom they gazed in awe and admiration, astonished at the looking-glass. Mackenzie's hunter now joined him, which startled the two savages somewhat; nevertheless their fears were soon quieted, and to the great joy of the explorer he found that his hunter could converse with them. After a short stay, during which the hunter did all in his power to win their confidence, and declining an invitation to visit the white man's canoe, the savages signified their desire to depart, which was cordially permitted by their entertainer. Shooting their boat across the stream, the two daring natives were received by their brethren as from the jaws of death. After consulting for a quarter of an hour, the natives invited the white men to visit them, an invitation which was promptly accepted. Presents were distributed, and then Mackenzie set about gathering information of the route westwards.

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Alarming Intelligence.—He was informed by the natives that "the river was long, the current rapid and dangerous, in places indeed impassable, rushing furiously between rugged rocks; it ran towards the midday sun, and at its mouth they had been told were white men building houses. The people below were a malignant race, and lived in subterranean dens. They had iron arms, and to go among them was certain death." Thus they attempted to dissuade the strangers from their purpose. But although this alarming intelligence was by no means to be disregarded wholly as a fiction, yet it did not materially change the explorer's plans. He requested an intelligent native to draw a plan of the river, which was done with readiness and skill. Next morning the explorer embarked accompanied by two of the natives, and dropped down the river fourteen miles. On their way they landed near a house, the roof of which only appeared above the ground. The inhabitants fled at the approach of strangers, but returned as soon as they understood that no harm was likely to follow.

Fierce and Ferocious-looking Savages.—Some distance farther, natives were encountered more ferocious and fierce-looking than any they had yet seen. Yet Mackenzie, with his great tact, soon made them friendly. He found among them four strangers belonging to the nation adjoining. One of those was an elderly man of prepossessing appearance. To him Mackenzie, as was his custom, applied for information respecting the country. The old man, taking a piece of bark, drew a map with the river running to the east and south, with many tributaries, dangerous rapids and impracticable carrying-places. Their iron, brass and copper came from their neighbors to the west. In that direction the distance was not far from the sea. If they kept to the west between the mountains, the route is not difficult, there being a well-beaten path, which they had often travelled, with assisting links of lakes and rivers. There were three points of departure—one where they then were (that is, near the Quesnell River), one at West Road River, and one beyond that point.

Mutiny Threatened.—Here was a quandary. Which course should he pursue? Provisions and ammunition were becoming low, and his men were on the point of mutiny. He made up his mind that although he should not be able to return to Athabasca that season; though he should never return; though he should be deserted by his men and left to find the western sea alone—yet he would find it. This was his resolve, and so he notified his men. It was evident that the short, beaten path to the west was preferable and less hazardous than the perilous river of unknown limits to the south. He had passed the point where the proper overland route lay, and to that point they must now return. One of the natives at the last encampment promised to be their guide; hence, the next day, the 23rd of June, the course of the party was changed to retrace their route to West Road River.

A New Canoe Required.—The canoe had now become so dilapidated that it was absolutely necessary to construct a new one. This operation occupied from the 28th of June until the 1st of July. It was now necessary to put the men on short allowance, which, with the desertion of the guide, did not assist to restore their good humor. The explorer's position was, therefore, an exceedingly critical one, yet he did not recede in the least from his determination to proceed westward. The men had shown a disposition to take the lead and return to Athabasca; they had even gone so far as to load the canoe preparatory to embarking, without instructions from their chief officer. It was high time for Mr. Mackenzie to place his determination squarely before them. He learned with some satisfaction that they had not definitely fixed on any plan of return. He argued the case calmly with them. He reminded them of the promises of fidelity they had made. A modern writer paraphrasing this portion of Mackenzie's journal says: "Pointing to the western path, he tells them he is going to try it. His calm persistence wins. Though beset with dangers and hardships, habit is too much for them, their master is before them. Once more they promise their support. The manifestation of moral power is apparent. Place things the right way before men and they will die for their leader; if he bungles, peradventure they will make him die. Herein consists the difference between born commanders, and men only fit to govern cattle."

HEAVY BAGGAGE LEFT BEHIND.—As it was concluded they must now proceed on foot, it was necessary to leave behind everything they could not carry; therefore, it was considered prudent to hide some provisions and such articles as were considered valuable. To do this with safety Mackay and the Indians were sent on ahead. In the first hiding-place, Mackenzie explains here, were placed a bag of pemmican, two bags of wild rice, and a gallon keg of gunpowder. In the second hiding-place were put two bags of Indian corn, or maize, and a bale of different articles of merchandise rolled in oil-cloth and dressed leather. Their friends were overtaken at "the entrance of a small rivulet, where Mackay had agreed to wait. At this place it was decided to leave the canoe. A stage was prepared, on which the canoe was placed bottom upwards and shaded by a covering of small trees and branches to keep her from the sun. An oblong hollow square was then built, ten feet by five, of green logs, in which was placed every article necessary to be left, and the whole covered with large pieces of timber."

CHAPTER VII.

MACKENZIE'S JOURNEY WEST.—CONTINUED.

THEY TRAVEL ON FOOT.—At noon all was in readiness for a start to enter the woods. The stuff to be carried consisted of four bags and a half of pemmican, weighing from eighty-five to ninety pounds each; the case of astronomical instruments; a parcel of goods for presents, weight ninety pounds, and a parcel of ammunition of the same weight. The Indians had about forty-five pounds weight of pemmican to carry besides their gun, etc., with which they were very much dissatisfied; and, Mackenzie adds, "if they dared, they would have instantly left us. They had hitherto been very much indulged, but the moment was now arrived when indulgence was no longer practicable." His own load, and that of Mr. Mackay, consisted of twenty-two pounds of pemmican, some rice, a little sugar, etc., amounting in the whole to about seventy pounds each, besides their arms and ammunition. Mackenzie says he had the tube of his telescope swung across his shoulder, which was a troublesome addition to his burden. It was determined that only two meals a day should be eaten. This was "regulated without difficulty, as the provisions did not require the ceremony of cooking."

TROUBLE WITH THE GUIDES.—The journey commenced by a steep ascent of about a mile, along a well-beaten path. The country was rugged and ridgy and full of wood. Twelve miles' march under rain, which began early in the afternoon, brought them to an Indian camp, where was their guide who had preceded them. The natives were friendly and proposed to send two of their people on in advance to notify and prepare the natives for Mackenzie's arrival. This was agreed to, and some presents were given to the couriers that they might be favorably prepossessed. Here were found two half-pence, one of King George III. and the other of the State of Massachusetts, coined in 1787. They had been hung as ornaments in children's ears, and were exchanged for other coins by Mackenzie. During this portion of the journey Mackenzie had much trouble with his guides, who were exceedingly vacillating. To prevent one of them from deserting, Mackenzie records he took one of them to sleep with him. "The Indian's beaver robe, although a nest of vermin, was spread under them—Mackenzie's camlet cloak was spread over them. His companion's hair being greased with fish-oil, and his body smeared with red earth, the sense of smelling, as well as that of feeling, threatened to interrupt his rest; notwithstanding these inconveniences, he yielded to his fatigue and passed the night in sound repose." Mr. Mackenzie took the lead each day in the march, to clear the branches of the wet which continued to hang on them, after the rain had ceased.

Reduced Rations—Great Hardships.—As this part of the country was destitute of game, to provide for their return another half-bag of pemmican was buried. The weather continued rainy, which produced great discomfort from wet clothing. The party had to cross several rivers; some they waded, on others they used rafts. On the 10th of July they reached several huts and friendly inhabitants, who said the distance from the sea was from four to eight days. They all declared they had been to the coast. This was cheering news. Fearing provisions might not be sufficient, it became necessary to diminish the consumption. The allowance to each was reduced by one-third. This, although unwelcome news, was put into immediate practice. It produced great dissatisfaction. The weather was cold, when the sun was not shining, as snow-clad mountains were on every side. The people proposed to return, but were prevailed upon to proceed. Soon after starting in the morning, they arrived at a house which was inhabited. Mackenzie pushed on ahead. As he entered the house the man fled with all speed by a back door, leaving the terrified women and children, who made a terrible outcry, expecting they were to be massacred. They soon became pacified, and the man eventually returned and acted in a friendly manner. From the natives the party received a good supply of fish, which was a welcome relish.

Mode of Sepulture.—"A tomb was observed near to every residence. The grave was always kept clear of grass and weeds. The guide explained that the people had two ways of disposing of their dead. It was their practice to burn the bodies of their dead, except the larger bones, which are rolled up in bark and suspended on poles near the grave. Some tribes, he said, bury their dead. When another member of the family dies, the remains of the person who was last interred are taken from the grave and burned, so that the members of a family are thus successively buried and burned to make room for each other, and one tomb proves sufficient for a family through succeeding generations."

A PREPOSSESSING PARTY.—Near this place, along the route they overtook a party from the north going towards the sea-coast. Mackenzie describes them as of pleasant aspect. The women's hair was neatly parted in the middle, and being plaited, was tied in loose knots over the ears. The men were clothed in leather, with their hair nicely combed. Their complexion was fairer, or perhaps it may be said with more propriety that they were more cleanly than any of the natives whom they had yet seen. Their eyes, though keen and sharp, were not of that dark color so generally observable in the various tribes of Indians; they were, on the contrary, of a grey hue, with a tinge of red. There was one man amongst them at least six feet four inches in height; his manners were affable, and he had a more prepossessing appearance than any Indian yet met with on this journey. He was about twenty-eight years of age, and was treated with particular respect by his party. Every man, woman and child carried a proportionate share of the travelling baggage. In camp Mackenzie's guide and one of the party amused themselves in a game of chance. They each had a bundle of about fifty small sticks, of the size of a quill, neatly polished, and about five inches long. A certain number of these sticks had red lines around them. One of the players rolled up a number in dry grass. According to the judgment of his antagonist respecting their number and marks, he lost or won. On this occasion the guide was the loser, as he had to part with his bow and arrows, and with several articles he had formerly received from Mr. Mackenzie.

MACKENZIE SHAVES HIS BEARD.—Next morning the northern party took a more southerly course. Mackenzie and his guide proceeded westerly. A deer was shot, and a heartier meal made than for many days previously. Mackenzie records that there he took off his beard and changed his linen, and that his people followed "the humanizing example." Towards night they reached a river, on the banks of which there was an Indian village. The guide went ahead to prepare the natives for the arrival and surprise. Mackenzie arrived before the others, and was cordially received. He was invited to enter the large house, the people in the smaller huts being engaged in cooking fish. The large house was erected on posts at some distance from the ground. A broad piece of timber with steps cut in it led to a platform level with the floor. By this sort of ladder a door was reached at the end of the house. Three fires were burning on the floor at equal distances apart. The inmates were seated on a bench at the upper end. Mackenzie having shaken hands all round, was offered a mat to sit on. The rest of his party having arrived, another mat was spread alongside for Mackay. The men were seated around and regaled with roasted salmon—a whole salmon for each of the leaders, Mackenzie and Mackay, and half a salmon to each of the rest of the party. The women had retired for the night behind a recess formed of wide boards.

A Hospitable Chief.—Although the chief had indicated that the party might sleep inside the house, Mackenzie preferred to sleep outside. Learning this, the chief had a fire built, and boards placed on the ground. Soon a large dish of salmon roes, pounded fine and beat up with water so as to have the appearance of cream, was brought. A seasoning had been added which gave it a bitter taste. Another dish soon followed, the principal ingredient of which was also salmon roes, with a large proportion of gooseberries, and an herb which appeared to be sorrel. This was more agreeable to the taste than the former preparation. Mackenzie concludes this account by stating that "having been regaled with these delicacies, for such they were considered by that hospitable spirit which provided them, we laid ourselves down to rest with no other canopy than the sky; but I never enjoyed a more refreshing rest, though I had a board for my bed and a billet for my pillow."

An Indian Breakfast.—At five o'clock next morning the Indians had replenished the fire and were out sitting beside it. The chief had brought roasted salmon and berries—gooseberries, whortleberries, and raspberries, of very fine quality. Dried roes were also brought to eat with the berries. Fish is the only sort of animal food of which this tribe partakes. "Flesh," says Mackenzie, "they never taste. One of their dogs which had picked up and swallowed part of a bone remaining from the venison our party had left, was beaten by his master till he disgorged it. A bone of the deer having been thrown into the river, a native who had observed the circumstance immediately dived and brought it up, and having consigned it to the fire, instantly proceeded to wash his polluted hands. A difficulty occurred in procuring a canoe from the chief on account of our having venison along, which he explained the fish would smell and abandon the river, so that he, his friends and relations would starve. The venison was given to some flesh-eating strangers present, and two canoes procured which brought the party to the next village before evening."

A Fish Trap—Hugging.—On the way down they passed a fish-weir of elaborate construction. Mackenzie was surrounded by the natives on his arrival with every mark of friendship. An elderly man broke through the crowd and took Mackenzie in his arms. He was turned away by another man without any ceremony, who went through the same hugging performance. These embraces, although rather surprising, were their way of expressing regard and friendship. Space was opened to allow a young man to approach. On being offered Mackenzie's hand, he broke the string of a handsome robe of sea-otter skin which he had on and placed it on Mackenzie, who considered it the most flattering gift which could be made, as it came from the chief's son. The party were next conducted to the house, where a feast of salmon and oil was prepared. A portion of the inner rind of hemlock bark mixed with salmon oil, saved whilst the salmon is being baked, was supplied as a very great delicacy. This feast and reception lasted three hours. The young chief was presented with a blanket in return for the robe. A lodge was erected for the reception of the party during the night. Abundance of salmon were caught at the foot of the weir, with dipping-nets. A pair of scissors, amongst other articles, were given to the chief, who immediately began to crop his beard, which was of considerable length.

A Great Feast and Hospitality.—The village buildings were visited, and are described at length in Mackenzie's journal He estimated the number of inhabitants at two hundred. He describes their mode of preserving salmon as follows: "Before the door of the chief's residence were four heaps of salmon, each of which contained between three and four hundred fish. Sixteen women were employed in cleaning and preparing them. They first separate the head from the body, the former of which they boil; they then cut the latter down the back on each side of the bone, leaving one-third of the fish adhering to it, and taking out the entrails. The bone is roasted for immediate use, and the other parts are dressed in the same manner, but with more attention, for future provision. While the roasting is proceeding before the fire, troughs are placed under to receive the oil. The roes are also preserved." In his journal Mackenzie also remarks: "Soon after I retired to rest last night, the chief paid me a visit to insist on my going to his bed-companion and taking my place himself; but notwithstanding his repeated entreaties, I resisted this offer of the height of hospitality."

Several Villages and Houses Passed.—The voyage was continued next day, accompanied by four of the natives in a large canoe. A short call was made at a house occupied by parties of some importance. A repast was provided. The stay was made as short as possible. In a very short time the rapidity of the current carried the canoe to another large house. The natives received the party kindly, but did not offer any refreshments. They were all actively employed at various branches of industry—beating the inner rind of cedar bark to a fine fibre, spinning, weaving, and the men fishing. Proceeding onwards they came to a cascade, and afterwards to a large fall, above which the canoe was left. The luggage was carried along a road for a hundred yards to a village, consisting of six large houses erected on posts twenty-five feet from the ground. From these houses Mackenzie could perceive the termination of the river, and where it entered into a narrow arm of the sea. They remained during the night in one of the outhouses. From a note in the journal it appears that Mr. Johnstone, one of Vancouver's officers, had been at those houses on the first of June. It would have been a happy meeting if the two great explorers (Vancouver and Mackenzie) had happened to arrive at the same time.

He Reaches the Shore of the Pacific.—After some difficulty in arranging with the natives for a canoe, a start was made for the goal, which was reached by eight o'clock; and Mackenzie, on the 20th of July, 1793, stood on the shore of the Pacific Ocean. The situation was satisfactory, but not exhilarating. The tide was out. A strong wind was blowing from the west. The swell was so high that they could not proceed against it with the leaky canoe. They landed in a small cove at the right side of the bay, and remained until morning. One of the Indians greatly wishing to return was permitted to go, as provisions were not in great abundance. The stock on hand was only twenty pounds of pemmican, fifteen pounds of rice, and six pounds of flour among ten half-starved men, with a leaky canoe on a barbarous coast. The Indian was desired to inform his friends that the party would return within three nights.

Insolent Natives.—At forty minutes past four, on the morning of the 21st, it was low water. The tide had fallen fifteen feet from from high water mark of previous night. Being anxious to obtain an observation, Mackenzie left the mouth of the river (Bella Coola) at 6 a.m., steered W.S.W. for seven miles, had a view down a channel which opened, trending to the S.S.W. twelve miles; this passage had been named by Vancouver, Burke Channel. Keeping along the northerly shore of King Island, a course was steered W.N.W. along Labouchere Channel. They were met by three canoes with fifteen men in them. One of the men was insolent, and informed Mackenzie that a large canoe had lately been in the bay, and that one of them whom he called *Macubah* (Vancouver) had fired on him and his friends, and that *Bensins* (Johnstone) had struck him on the back with the flat part of his sword. Seeing some sheds on shore, Mackenzie landed there and found them to be ruins of a village. They were followed to that spot by ten canoes, each of which contained from three to six men.

TOOK REFUGE ON A ROCK.—For protection Mackenzie and party took possession of a rock, where there was not space for more than twice their number, and which could be defended to advantage in the event of being attacked. The people in the first three canoes were the most troublesome, but after doing their utmost to irritate they went away, stealing a hat, handkerchief, and a few other articles. He warned his people to be on their guard and to defend themselves to the last if violence should be offered. About sunset the other boats left. A fire was kindled, "and as for supper there was little of that, for the whole daily allowance did not amount to what was sufficient for a single meal." The natives did not return during the night—a close watch, however, was kept two by two in turn. Next day two canoes arrived having some pieces of raw seal's flesh. Hunger compelled the men to purchase some at a high price. Mr. Mackay lighted a bit of touchwood with a burning-glass, in the cover of his tobacco box, which so surprised the natives that they exchanged the best of their otter skins for it. An observation was taken at noon which gave 52° 20′ 48″ N.

THE INSCRIPTION.—The party being very anxious to leave the place, departed after having the following inscription in melted grease and vermilion painted on the face of the rock at the foot of which they slept the previous night: "ALEXANDER MACKENZIE, FROM CANADA, BY LAND, THE TWENTY-SECOND OF JULY, ONE THOUSAND SEVEN HUNDRED AND NINETY-THREE."

THE RETURN COMMENCED—NEW DANGERS.—A landing was next made at a cove north-east three miles, where they could not be easily seen, and where they could only be attacked from the front. Having completed his observations Mackenzie returned by the way he had come, and arrived at the mouth of Bella Coola River early on the morning of the 22nd. After a very light breakfast they walked through the woods to the first village, carrying their baggage, Mackenzie ahead. He met two men advancing, shouting and flourishing daggers. Divining their purpose he at once threw down his cloak and presented his gun towards them. Fortunately for him they knew the effect of firearms, and instantly dropped their daggers. Several other natives soon joined them, and among them Mackenzie recognized the man who had formerly been so troublesome, and who now repeated the names "Macubah" and "Bensins." The crowd then got so near that one of them contrived to get behind Mackenzie, and grasped him in his arms. He soon disengaged himself, but could not think how the native did not avail himself of the opportunity he had of stabbing him with the dagger. They certainly might have overpowered him, and although two or three of them might have been killed, doubtless Mackenzie would have fallen at last. Had he fallen the whole party would certainly have been slaughtered, and as Mackenzie moralizes, "not one would have returned to tell of the horrid fate of his companions." As soon as Mackenzie's men appeared out of the woods the natives fled.

Mackenzie Showed a Bold Front—Rascal Village.—Recollecting the articles which they had stolen, Mackenzie, now to show he did not fear them, drew up his men, ordering them to prime their guns afresh, and calling the young chief who then appeared, demanded that all the articles previously purloined from them should be returned, and a supply of fish as an indemnity. After explanation a reconciliation took place, the articles were restored, and some fish handed over with them. They also supplied poles for pushing up against the current, and presented two salmon. Everything else received had been paid for. Mackenzie took an observation of the place before he left. He found it 52° 24′ 43″ N., and named it Rascal Village.

Kind Treatment at Friendly Village.—The progress up the river was very slow. The men wished to take a course over the mountains. To this Mackenzie objected, showing them the difficulty of ascending the mountains, and the small amount of provisions left, which two days would exhaust. He urged the folly of being alarmed at the danger from the natives which might not exist, but with which they could grapple. Toiling all day, they persevered, pulling the canoe against the current frequently by overhanging branches. At length arrived at a house, they were gratified to find their young

Indian coming with some natives to meet them. A strict watch was kept that night. Thus day after day they toiled up stream, generally obtaining supplies of fish from the natives, as well as delicious berries of various kinds. They passed many large cedar trees as they went along. On the night of the 25th, the party camped beside the river, keeping a watch, that the vacillating natives might not take advantage of the night. Next morning they arrived safely at FRIENDLY VILLAGE, where they had, on their westward journey, been so well received and hospitably treated. The same kindness was repeated. Roasted salmon was offered in abundance. The women were actively engaged in boiling berries and salmon roe.

ARRANGED THEIR PACK-LOADS.—Leaving the village, all the men accompanied them for nearly a mile. Soon after the natives returned a halt was made to make a division of the fish which had been generously furnished. Each man was allotted about twenty pounds weight, except Mackenzie and Mackay, who were content with a smaller allowance. They had also a little flour and a small quantity of pemmican left. A fork of the river was reached shortly after noon, which had to be forded. It was three feet deep, and rapid. The sick Indian had not recovered sufficiently to wade across, and Mackenzie carried him across on his back. They were now ascending the mountains, by the same route followed in the outward journey. On the 28th they reached the spot where they had slept on the 16th, and found the buried pemmican in good condition. Continuing the route with fine weather, they saw none of the natives. All the hidden provisions were recovered. On the 4th of August the place was reached which had been left a month before. The progress so far, although very fatiguing, was gratifying. They at length reached their canoe, which had been left at the Great River. It was found perfectly safe, nor had any of the articles been disturbed. Here, Mackenzie says, they pitched their tent, made a blazing fire, and he treated himself as well as his people to a dram. They had not taken any spirits along with them to the sea-coast. The canoe was sent with five men to procure the provisions and goods which had been hidden farther down the river. These were all found intact.

ABUNDANCE OF SALMON.—Several parties of natives now arrived from the upper and lower parts of the river. A number of beaver robes were purchased. Knives were preferred in exchange. The Indians who had charge of the goods and canoe which had been left were rewarded with such presents as were most acceptable to them.

The run of salmon ascending the river was very large. "They were," says the journal, "driving up the current in such large shoals that the water seemed, as it were, to be covered with the fins of them." The water in the river had (August 7) risen at least a foot and a half in the last twenty-four hours. A week of incessant toil and suffering from cold and wet brought the party on the 16th to the carrying place which leads to the first small lake on the height of land where are the sources of the great rivers, the Peace River and the Fraser River, which Mackenzie supposed was the Columbia. After portaging the canoe and effects, they launched on the waters of Peace River and glided down this in good spirits and with grateful hearts. They came down stream in one day a distance which required seven days to come up. Afterwards several portages had to be made to avoid heavy falls. Mackenzie and party arrived at Fort Chipeweyan on the 24th of August, 1793, after an absence of eleven months.

DR. SANDFORD FLEMING'S OPINION.—One of the best living authorities, Dr. Sandford Fleming, writing on this subject, says: "Every page of Mackenzie's journal shows that his explorations were not effected without constant toil and great privations. The discouragements arising from the difficulties and dangers he experienced, and they were incessant, had no influence on his cool determination and dauntless spirit. The many tedious and weary days of physical labor and mental strain, the gloomy and inclement nights to which he was constantly exposed, were not, however, passed in vain. He gained his great reward in the knowledge that he had in the interests of his country attained the object of his design. He had penetrated a vast continent, for the most part in a condition of wild nature; he had overcome the obstacles imposed by rapid rivers previously unknown, by rugged mountain ranges, by distance, by intervening forests, and by the extremes of a variable climate. From time to time obstacles presented themselves in the enmity of hostile native tribes, who had never before looked upon the face of a white man; but on the day he arrived on the Pacific coast he had the unqualified satisfaction of feeling that his undertakings had been crowned with complete success."

A LONG AGITATED QUESTION SETTLED.—His discoveries settled the dubious point of a practical "north-west passage." He set at rest this long agitated question with the disputes which had arisen regarding it; he added new regions to the realm of British commerce, and in doing so extended the boundaries of geographical science. He did much more, although the full effect of all he had accomplished was unknown to him. We can now, however, attribute to the enterprises to which Mackenzie's discoveries led, that the territory became a British province. Indeed it is problematical whether, in the absence of his discoveries, any portion of that country would at present constitute part of the Dominion of Canada.

THE SERVICES of this famous explorer were appreciated by his sovereign, King George III., who bestowed on him the dignity of knighthood. On July 20th, 1893, a public meeting of pioneers and others was held at Victoria, in centennial commemoration of his overland explorations to the Pacific coast. It was resolved that a portrait of Sir Alexander Mackenzie should be painted and placed in the new legislative buildings now in course of erection in Victoria, the capital of British Columbia. A committee was appointed to carry the resolution into effect. The portrait was completed without delay.

The following particulars, fuller than hitherto published, have been furnished the author by an old friend, the Rev. Dr. D. Masson, of Edinburgh, who is a native of Ross-shire, in the north of Scotland, and an enthusiastic student of archæology and historic lore. He wrote under date of May 4th, 1894, that he had just returned from a visit to his aged mother in the "Black Isle of Ross," whose home, he says, is barely five miles from Fortrose, where Sir Alexander Mackenzie's last surviving son died a few weeks ago. There he met Sir Alexander's grandson. For years the family have occupied the old deanery of Fortrose, which for many generations belonged to Dr. Masson's wife's family—the old Mathesons, of Bennetsfield. Young Mackenzie showed the reverend doctor several relics of his grandfather. The portrait of Sir Alexander, with many other fine portraits, still adorns the wall of the old house.

Dr. Masson states that Sir Alexander Mackenzie was born in Stornoway, Island of Lewis, and was connected with the old Mackenzies, of Seaforth, from whom Stornoway, with the whole island of which it is the capital, passed more than fifty years ago to its present proprietors, the Mathesons of Achay and Ardross. The doctor says: "The journal of Sir Alexander's great voyages is full of peril and adventure; is a record of brave work, indomitable endurance, and ready, resourceful reliance, such as the annals of very few nations, ancient or modern, can display. Unlike the modern war correspondent, Sir Alexander did not 'write in pictures.' He was a man of action, whose literary style is bare and unadorned.

He set down the stirring events of the day in his journal, with as little thought of color and effect as if he were still sitting at his desk in the Company's counting-house, calmly entering the details of prices and peltries."

According to Dr. Masson, Mackenzie's journal was one of the favorite books of the first Napoleon. He had it translated into French, and a copy of the translation in three volumes was found in his library at St. Helena. Through the courtesy of Sir Alexander's grandson, the Doctor was enabled to examine these interesting volumes, and also to read a most interesting manuscript, in autograph, which throws new light on Napoleon's secret schemes in the various adjustments and readjustments of his plan of campaign against Great Britain. Whilst reading Sir Alexander Mackenzie's journal, he conceived the idea of distracting the affairs of Britain by attacking her in her Canadian possessions, not by a direct descent upon them, but by a route which he expected would take England by surprise, and indeed prove infallible. A key of this plan of invasion was to be found in Sir Alexander's huge quarto, a copy of which was procured in France "through the smugglers," and translated into French for the use of Napoleon's right hand tactician. This was Bernadotte, father of the king of Sweden, who himself told the story at Stockholm to a near descendant of Sir Alexander's family. The documentary evidence of this curious bit of missing history the Doctor carefully examined. A full copy of it will be found in the appendix to "Ballantyne's Pioneers," published in 1888, by James Nisbet & Co., London.

Referring further to this brave Scottish Highlander and heroic explorer, Dr. Masson states that "Mackenzie was for a time the travelling companion in America of the Duke of Kent, the father of our Empress-queen. In acknowledgment of his brave exploits and great public services he was honored with knighthood at a time when knighthood was not so common a thing as it has come to be in our own day. Returning to Scotland," the Doctor continues, "he married one of the most beautiful women I ever saw—the heiress of the Mackenzies of Avoch. As a Highland proprietor and country gentleman he was eminently enterprising and popular. It looked as if he would leave his mark upon the Highlands as a great agricultural improver. But on March 12th, 1820, his eventful, illustrious and most useful life was suddenly closed. When returning from London by postchaise he was, at Moulin (the modern summer resort of

Pitlochry), suddenly seized with an internal inflammation, which speedily culminated in death. His remains lie in the old churchyard at Avoch, beside those of his gifted and beautiful wife, Lady Geddes Mackenzie, who survived him until 1860."

A Scottish newspaper, in an obituary notice of the death of Sir Alexander's son, says: "On Wednesday night (28th March, 1894), another link of the past was broken by the death of Mr. A. G. Mackenzie, of Avoch. The old laird, as he was affectionately and respectfully called, was a very great favorite in the district, where he had endeared himself by many acts of kindness, not only during his residence for the past few years, but on the former occasion in which he lived at Avoch House. Mr. Mackenzie was the elder son of the well-known American explorer, Sir Alexander Mackenzie, of Avoch, and to whom belonged the honor of discovering the great Mackenzie River in 1789, the river being appropriately named after its famous discoverer. Mr. Mackenzie was born in 1818, and had thus considerably gone beyond the allotted threescore years and ten. He is survived by three sons and two daughters."

CHAPTER VIII.

VANCOUVER'S EXPLORATIONS, ETC.—CONTINUED.

HIS VOYAGE NORTH.—Returning to his proceedings in 1794, we find that Captain Vancouver, after spending the winter at the Sandwich Islands, proceeded north direct to the Alaskan coast to thoroughly examine those portions of the mainland southwards which had not formerly been surveyed by him. This occupied the whole season. He was enabled to report conclusively that no navigable channel intersected the continent south of the latitudes which had been explored by Captain Cook and himself, and that the conjectured hyperborean ocean did not exist. He returned to Nootka in September, where he remained repairing his vessels until October. During that time he enjoyed the companionship of the Spanish commander, Alva, and exchanged hospitalities with him. They together paid a visit to Chief Maquinna, who prepared a great feast for them.

RETURN TO ENGLAND.—No despatches having arrived from England or the Continent of Europe, both commanders, at nearly the same date, left Nootka for Monterey, where despatches would first arrive by the overland route. It was understood there that no alteration would be made from the wording of the first article of the Convention of 1790. Vancouver, therefore, proceeded to England *via* Cape Horn. He reached his destination in October, 1795, his mission having been highly successful; and he had the satisfaction of reporting that during the long absence of four years and nine months, the *Discovery* had only lost one man by disease out of the complement of one hundred men, and that the *Chatham* had not lost one man either by illness or accident.

A GOOD REPORT OF THE NATIVES.—He also could report that in his extensive dealings with the Indians along many hundred miles of the coast, he was not under the necessity of using harsh measures with them. His principles were based on humanity and justice. The same may be said of other British explorers, who combined trade with geographical discoveries, as did Meares, Portlock, Dixon and Broughton, who had been trained and disciplined officers in the British navy, and were qualified to control the conduct of their subordinates. Not so were many of the other adventurers, who were of the Kendrick stamp and ready to take undue advantage of the unsophisticated natives. This was felt by Vancouver, as the natives began to discover how they had been treated by unscrupulous traders. When on the northern coast in 1794, before leaving for Nootka, he remarks that he was just in time for the accomplishment of the arduous and hazardous task in which they had been so long engaged. The very unjustifiable conduct of the traders had so encouraged and provoked acts of hostility, that even the means he possessed to repel their attacks would in all probability have been insufficient, had it been their lot to have been obliged to try the experiment one year later.

HIS DEATH IN MAY, 1798.—Soon after Vancouver's return to England, he was promoted to the rank of post-captain, which is next to that of rear admiral, and generally secured some lucrative appointment. Unfortunately, however, his health failed before the work he had prepared, which gave an account of his voyage, had been published. This was attended to by his brother. He died near Petersham on the Thames, about twenty miles west of London, in May, 1798, at the early age of forty years. He was buried in the cemetery of the ancient church of Petersham. The Hudson Bay Company, in 1841, placed in the old church a handsome tablet, which is an enduring and graceful tribute to the memory of Vancouver. A *fac simile* of the tablet and a sketch of the church were made by Mrs. Beeton, wife of the agent-general for British Columbia in London, and appeared in the *Illustrated London News* of 3rd December, 1892. A copy of Vancouver's portrait, from an oil painting in the National Gallery, London, was presented by Mr. Beeton to the Board of Trade in Victoria, from which the portrait in this work was photographed. Captain Vancouver named Lynn Canal, on the north-west coast (now Alaska), after Lynn, his birthplace, Norfolk, England.

THE NOOTKA DIFFICULTY SETTLED.—On the 11th of January, 1794, the Nootka difficulty was definitely settled at a convention held at Madrid. The agreement was signed by the British and Spanish ministers, St. Helens and the Duke of Alcudia. It was to the effect that commissioners should meet, as soon as possible, on or near the spot where stood the buildings formerly occupied by British subjects, and there to exchange declaration and counter-declaration as literally prescribed in the document, which provided that the preliminaries having been complied with, the "British officer shall unfurl the British flag over the land thus restored, as a sign of possession, and after these formalities the officers of the two crowns shall retire respectively to their people from the said port of Nootka."

COMMISSIONERS FOR SPAIN AND BRITAIN.—The commissioners appointed to carry into effect the agreement between Spain and Britain in 1794, were Lieutenant Cosme Bertodano, on behalf of Spain, and Lieutenant Thomas Pierce, of the Marines, on behalf of Britain. They sailed from Monterey, with Brigadier-General Alva aboard the *Activa*, for Nootka, on the 22nd of March, 1795. Lieutenant Pierce reports to his superior officer as follows: "In obedience to your instructions I proceeded from Monterey to Nootka in company with Brigadier-General Alva, the officer appointed on the part of the Court of Spain, for finally terminating the negotiations relative to that port; where, having satisfied myself respecting the state of the country at the time of the arrival of the Spaniards, preparations were immediately made for dismantling the fort which the Spaniards had erected on an island that guarded the mouth of the harbor, and embarking the ordnance. By the morning of the 28th, all the artillery were embarked, part on board of his Catholic Majesty's ship *Activa*, and part on board of the *San Carlos* guardship. Brigadier-General Alva and myself then met, agreeably to our instructions, on the place where formerly the British buildings stood, where we signed and exchanged the declaration and counter-declaration for restoring those lands to his Majesty, as agreed upon between the two Courts, after which ceremony I ordered the British flag to be hoisted in token of possession, and the General gave orders for the troops to embark." Before next year Maquinna and his subjects had transferred their village to the site of the abandoned Spanish post. No settlement of white men has since been made at Nootka.

THE BRITISH FLAG.—This simple act of restoration by hoisting the British flag at Nootka, as mentioned, completed one of the greatest victories, although bloodless, which has ever been won by Great Britain. Spain, by it, gave up all her exclusive and arrogant claims to the north-western part of the Continent of America. From the tenor of the elaborate memorial from the Court of Spain to the Convention of 1790, it is plain that then she had no intention of abandoning these claims.

CONFLICTS WITH COLONISTS.—This was a critical period in the history of the North American continent. Great Britain had been engaged in seven bitter conflicts with France and her own colonists on the Atlantic coasts. The latter had withdrawn her forces and garrison from the citadel of Quebec and ceded Canada to the British. The colonists had formed themselves into an independent government which styled themselves "The United States of America;" so that the whole of the continent, north of Mexico, with the small strip of coast claimed by Russia, was then in possession of Great Britain and her seceded colonists. To define and settle the boundaries which should belong to each required time and deliberation. No inland settlements of white population had as yet been made. The whole of the unexplored region north of California was termed Oregon.

OBJECTIONABLE CONDUCT OF TRADERS.—Along the whole coast of the Pacific, north of the settlements of the Spaniards, which did not reach beyond San Francisco, fur traders were now at liberty to carry on their traffic in any way they considered most profitable. The good examples hitherto shown, and the humane treatment of the natives by Captains Cook, Meares, Vancouver, and other early British explorers, were neither followed nor practised by subsequent dealers. As the coast became better known, and without any restraining influence, those traders rushed from cove to village, taking every advantage of the unsophisticated natives to obtain the coveted furs. Intoxicating liquor of the vilest sort was freely introduced. Demoralization and disease followed. The cupidity, greed of gratification and recklessness of the Indians induced them to capture, in season and out of season, the valuable sea-otters, which, notwithstanding their great numbers, before long showed the effect of incessant and indiscriminate hunting. Other evils followed. The natives, finding themselves over-reached in trade, and often ill-used, became suspicious and revengeful. Their plan of redress generally was to inflict punishment on the first party who came to hand, whether they were the offenders or not.

THE SEA-OTTER TRADE.—Chief Maquinna still retained the reins of power at Nootka. There is little to be said concerning the year 1796. The sea-otter trade was continued, chiefly northward. Captain Broughton, who formerly was with Captain Vancouver, arrived at Nootka during the summer. On his way from the Sandwich Islands he made a few surveys on the Asiatic coast, and completed certain work north of Queen Charlotte Islands. He remained, making repairs, two months at Nootka and neighborhood; also visiting the Straits of Fuca and Neah Bay. During 1797 and 1798, the vessels which arrived on the north-west coast were chiefly from Boston. Two years were generally required by them to complete their trips. Richard J. Cleveland, in a vessel from Massachusetts, obtained a very large quantity of prime sea-otter skins, in 1797, from Queen Charlotte Islands.

GREAT PROFITS.—The number of sea-otter skins from the north-west coast sold in China, in 1785, '6, '7, not including those secured by Meares's operations, is stated to have been 5,800, value $160,700. From 1799 to 1802 inclusive, the numbers for each of those years respectively are given at 11,000, 9,500, 14,000, and 14,000, or a total of 48,500, which, at an average of $30 per skin, amounts to nearly one and a half million dollars. Frequently the profits were enormous. A celebrated trader, named Sturgis, states that he had personally collected 6,000 skins in a single voyage, and that he once purchased 560, of prime quality, in half a day. In 1801, which was the most flourishing period of the trade, fifteen United States vessels were engaged trading on the west coast, but only one British. During this year the United States vessels brought 18,000 skins to China. In succeeding years the catch became smaller and smaller until the year 1880, when the trade was centred in San Francisco. The average catch then was 5,500 per annum, which at an average price of $80 per skin, would equal $440,000.

PARTICULARS RESPECTING SEA-OTTERS.—Captain William Sturgis, of Boston, the trader already mentioned, speaking of otter skins, says: "A full grown, prime, which has been stretched before drying, is about five feet long and twenty-four to thirty inches wide, covered with very fine fur, about three-fourths of an inch in length, having a rich jet black, glossy surface, and exhibiting a silver color when blown open. Those are esteemed the finest which have some white hairs interspersed and scattered over the whole surface, and a perfectly white head. . . . Otters are sometimes seen many leagues from land, sleeping on their backs on the surface of the water, with their young ones reclining on their breast. . . . The cubs are incapable of swimming until they are several months old. . . . She will not leave her young ones in the moment of danger, and therefore shares their fate. . . . They are unable to remain under water longer than two minutes. . . . The male otter is, beyond all comparison, more beautiful than the female. . . . Skins of this animal taken in the Corean and Japan seas are superior to those of Russia or the north-western coast of America. . . . Nothing can be more beautiful than one of these animals when seen swimming, especially when on the look-out for any object. At such times it raises its head quite above the surface." The number now caught on the coast of British Columbia is very limited. A prime skin is sold as high as one hundred and thirty dollars.

THE FATE OF DESERTERS.—The ship *Manchester*, of Philadelphia, touched at Nootka, in 1802. She had a rich and valuable cargo, which was obtained in England. Seven of her crew deserted whilst at Nootka, and placed themselves under Maquinna's protecting care. Shortly afterwards they attempted to desert to another chieftain, but were captured and put to death in the most cruel manner.

TROUBLE WITH CHIEF MAQUINNA.—Next year, 1803, the ship *Boston*, Captain John Salter, sailed from Boston and reached Nootka direct without calling at any other port. She anchored a short distance along the cove beyond Maquinna's village, and the crew were for several days engaged in obtaining wood and water. In the meantime Maquinna and his people visited the ship daily, and were entertained as was usual in such cases. To Maquinna the captain presented a double-barrelled fowling-piece, with which he expressed himself well pleased. After the ship was nearly ready to depart, Maquinna came aboard with a gift of wild ducks, bringing back the gun with one of the locks broken, remarking that it was *peshak*, or bad. Captain Salter took offence at the expression, told the chief he was a liar, and adding some other opprobrious terms, took the gun from him and tossed it indignantly into the cabin. Maquinna, who knew enough of English to understand what the captain said, did not utter a word in reply, but smothered his rage; and when the captain was speaking, repeatedly put his hand to his throat, and rubbed it across his breast. This he did, as he afterwards told Jewitt, "to keep down his heart, which he said was rising in his throat and choking him."

Indian Tactics.—Soon afterwards, Maquinna went ashore full of vengeance for the insults which had been offered to him. He connected the present with former bad usage which he had received from other parties, and thought it would be a good opportunity to wipe out old scores. Several of his chiefs had been killed by the Spaniards and by *peshak* whites, who during his absence had carried off forty otter skins, had frightened his women and had committed sundry offences. He resolved to capture the *Boston*, and slaughter all on board. They were all guilty from his point of view. On the following morning the natives came aboard with salmon, and remained around the deck as usual. About noon, Maquinna and several subordinate chiefs arrived, and being examined as was customary, were allowed on board. At an interview with Captain Salter, Maquinna expressed contrition for his conduct on the preceding day. He asked and received permission to have a dance and frolic with his followers to make up for the past misunderstanding. It was arranged that nine of the ship's men should go and procure salmon some distance away. Maquinna was dressed fantastically for the dance. He had on a frightful mask and carried a whistle in his hand. He appeared remarkably gay and good-humored.

Capture of the "Boston."—As soon as the ship's boats had left, the performance commenced; the Indians capered around the deck, entertaining the crew with all sorts of antics and gestures, keeping time with the music of the chief's whistle. Other Indians were allowed to come aboard the ship to see the sports. The armorer of the ship, John R. Jewitt, gives the following particulars in a book published in 1807, in Boston: "Shortly after the departure of the boats, I went down to my vise-bench in the steerage, where I was employed in cleaning muskets. I had not been there more than an hour, when I heard the men hoisting in the long boat, which in a few minutes after was succeeded by a great bustle and confusion on deck. I immediately ran up the steerage stairs, but scarcely was my head above deck, when I was caught by the hair by one of the savages, and lifted from my feet. Fortunately for me, my hair being short, and the ribbon with which it was tied slipping, I fell from his hold into the steerage. As I was falling he struck at me with an axe, which cut a deep gash on my forehead and penetrated the skull; but in consequence of his losing his hold, I luckily escaped the full force of the blow. I fell stunned and senseless on the floor."

JEWITT'S ACCOUNT.—On regaining consciousness, Jewitt found the hatch closed, and by the yells of the savages concluded they were in possession of the ship. Presently he was brought before Maquinna, and promised his life on condition of becoming a slave and making weapons for his master. On the quarter-deck he was shown, in a ghastly line, the heads of twenty-five murdered companions, and was ordered to identify each by name. John Thompson, sail-maker, was discovered in the hold along with Jewitt, where he had concealed himself. His life was spared, Jewitt representing him as his father. The ship was then towed to Friendly Cove and beached, when the cargo was taken out and distributed among the tribe. In a few days afterwards the vessel was burned.

ARRIVAL OF THE "LYDIA."—The two survivors lived among the savages in Maquinna's service until 1805, when the *Lydia*, Captain Hill, anchored at Nootka. Since the massacre of the crew of the *Boston*, traders avoided the place. Maquinna, desirous of renewing old commercial relations, got Jewitt to write a letter of introduction to Captain Hill, the chief himself to be the bearer. The letter, however, contained a request that Maquinna should be held a captive until Jewitt and Thompson were released, which was required to be done without delay. The request was complied with. The two men now free, proceeded along with the *Lydia*, and reached Boston *via* China before the end of 1807. Jewitt was an Englishman only twenty years of age at the time of his capture.

ANOTHER ATTACK.—In 1805, a Boston ship, Captain Porter, was attacked by the savages in Millbank Sound. A number of them were on board trading, when the captain noticed some of them cutting the cable by which the ship was secured. He fired his blunderbuss, killing six of the natives. In the scrimmage which succeeded, the captain and six seamen were killed, after which the other seamen succeeded in repelling the assailants and saving the vessel. Captain Porter was stabbed in the back and thrown overboard. This year the United States explorers, Lewis and Clarke, reached the mouth of the Columbia River overland from the head waters of the Missouri. A Russian vessel, the *Juno*, Captain DeWolf, also made a visit along the western coast, calling at Nootka and the mouth of the Columbia.

A RUSSIAN PROJECT.—The trade of shipping spars from the Columbia River was initiated in 1806, by the *Lydia*, on her return from the cruise north with Jewitt and Thompson aboard. The same year the Russian inspector, Rezánof, purchased the *Juno* for his company at Archangel. He urged on his company and his government the importance of founding a Russian establishment on the Columbia River, with a view of gaining exclusive possession of the fur trade. To accomplish this, he considered it would be necessary to build, as soon as possible, an armed brig to drive away the "Bostonians" from this trade forever. "From the Columbia," he said, "we could gradually advance toward the south to the port of San Francisco. I think I may say," he continues, "that at the Columbia we could attract population from various localities, and in the course of ten years we should become strong enough to make use of any favorable turn in European politics to include the coast of California in the Russian possessions."

TRADING-POST ON THE COLUMBIA.—The Russians now took an active part in the trade of the coast, and made arrangements with certain traders to hunt on shares. The "Winships," wealthy ship-owners, continued to carry on an extensive trade in 1808, '9, '10, and had planned a permanent settlement or trading-post on the Columbia River. A site was selected at a place called Point Oak, on the southern bank, about forty miles from the mouth. After considerable progress had been made on a building, and in preparing land for crops, an inundation forced them to move to a higher spot near by. The hostile attitude of the Indians caused the project to be abandoned altogether, although the Indians might have been easily controlled during the ship's presence, it was not deemed safe to leave a small party exposed to such danger.

ASTORIA FOUNDED.—John Jacob Astor, of New York, who had accumulated a considerable fortune in fur dealing, instituted in 1810 the Pacific Fur Company, with Astoria, at the mouth of the Columbia River, as its emporium. He hoped to establish a line of posts across the Rocky Mountains, within the United States territory, and so become the great fur monopolist of the whole country. After the war of 1812 between Great Britain and the United States, British fur-traders were prohibited by Congress from carrying on their business within the territory of the United States, so that Mr. Astor found himself with no more advantages than others.

The Ill-fated Ship "Tonquin."—To supply Mr. Astor's establishment at Astoria, the ship *Tonquin*, Captain Jonathan Thorn, left New York in September, 1810, and entered the Columbia in March, 1811. Captain Thorn had for principal officer, Alexander Mackay, who had in 1792-93 accompanied Alexander Mackenzie in his journey to the Pacific coast. After landing the Astoria portion of the cargo and arranging the preliminary work of the post, Captain Thorn departed on a trading voyage northward with a company of twenty-three men, including officers. They sailed until they reached Vancouver Island and Clayoquot Sound, which was then, the report says, inhabited by a powerful tribe—the Wah-en-ishes. These people came aboard to barter furs for merchandise, and conducted themselves in the most friendly manner during the first day. The same evening information was brought on board by an Indian, whom the officers had engaged as an interpreter, that the tribe was ill-disposed and intended attacking the ship next day. Captain Thorn, whose conduct during the voyage, and especially during the short stay made at the Sandwich Islands, showed him to be tyrannical and obstinate, affected to disbelieve the news.

Death of Alexander Mackay.—Next morning the savages came around the vessel in great numbers. Mackay advised caution, and ordered seven men aloft to unfurl the sails. In the meantime the captain permitted about fifty Indians to come on board. They immediately began to exchange otter skins for blankets and knives. The blankets they threw into their canoes, but secreted the knives. As had been previously arranged by them, when armed they moved from the quarter-deck to different parts of the vessel, so that when everything was in readiness they were so distributed that at least three savages were opposite to every man on the ship. At a given signal they rushed on their prey, and notwithstanding the brave resistance of the crew on deck, every individual was butchered in a few minutes.

Five of the Crew Retreated to the Cabin.—The men aloft, in attempting to descend, lost two of their men, besides one mortally wounded, who, notwithstanding his weakened condition, made good his retreat with the four others to the cabin. The interpreter escaped and was secreted by the women. He afterwards reached Astoria and reported the affair. Those in the cabin found loaded arms, and began firing on their savage assailants through the skylights and the companion-way, which had the effect of clearing the ship in a short time, and long before night the five men had full possession. Whether from lack of ability to navigate the vessel back to the Columbia River or want of courage, the four men who were unhurt left in the long boat early the following morning. They wished the wounded man to accompany them, but he refused, saying he must die before long and was as well in the vessel as elsewhere.

MAGAZINE BLOWN UP. Soon after sunrise, the *Tonquin* was surrounded by a great number of Indians in canoes. They came for the purpose of unloading her, but from the warm parting they got on the previous day, did not seem forward in boarding. The wounded man, however, showed himself at the railing, made signs that he was alone and wanted their assistance, on which some ventured on board and found what he said was true. They spoke to their people, who then came aboard quickly, so that in a very short time the deck was considerably thronged, and they proceeded to undo the hatches without any further ceremony. No sooner were they completely engaged in this, than the only survivor of the crew descended to the cabin, and having everything in readiness, set fire to the magazine, containing nearly nine thousand pounds of gunpowder, which, in an instant, blew the vessel and everyone on board to atoms. The Indian nation acknowledged having lost one hundred warriors, beside a vast number of wounded, by the explosion, which included those in canoes around the ship. The four men who set off in the long boat were, two or three days afterwards, driven ashore in a gale and massacred by the natives. The interpreter was detained two years in slavery before he effected his escape.

INTOXICATING LIQUOR PLAYS HAVOC.—Whilst on the sea-board of the Pacific, the natives were yearly becoming more demoralized, more passionately fond of intoxicating liquor, which was supplied to them *ad libitum* by many of the masters of trading-vessels to whom the demoralization of the people was a matter of indifference so long as they were enabled to fill their ships with furs, the North-West Company were extending their trade westward, following at first the course of travel which Sir Alexander Mackenzie took in his exploratory trip to the Pacific coast in 1792-93.

CHAPTER IX.

FURTHER EXPLORATIONS AND FUR-TRADING.

The North-West Company.—Mr. Simon Fraser's explorations next come in order. They have exercised considerable influence on the history of British Columbia. Fraser entered the service of the North-West Company in 1792, at the age of nineteen; ten years later he became a partner. In 1805 a conference was held at Fort William, north shore of Lake Superior, to discuss the advisability of extending the operations of the Company beyond the Rocky Mountains, for the purpose of occupying the territory. This action was taken to anticipate the United States explorers and traders who might advance northward and establish a claim to ownership by right of discovery and occupation. It was decided that trading-posts should be established in the then unknown territory, and possession should in this way be taken of it. The duty of carrying out this project was assigned to Mr. Fraser. He soon afterwards left Fort William, made his way to Lake Athabasca, and ascended Peace River to a suitable place in the mountains, where he established a trading post, which he named Rocky Mountain Portage. Placing men in charge, he continued his journey to McLeod Lake, which he discovered, and where he established Fort McLeod.

Stuart River and Lake.—He portaged to Fraser River in 1806. At that date it was regarded as the main stream of the Columbia, or one of its principal affluents. Leaving the Fraser River, he ascended a tributary flowing from the westward, now known as Stuart River, and so named from a companion in the service, Mr. John Stuart. He traced this stream to Stuart Lake: he here established a trading-post, the present Fort St. James. He penetrated to Fraser Lake, another of his discoveries, and there also he established a trading-station.

Arrival of Canoes and Supplies.—In 1807, two canoes with goods from Athabasca reached him, under the charge of Messrs. Quesnel and Farries; at the same time he received letters urging him to carry on his explorations to the ocean, by the river flowing through the country to the south, in anticipation of parties from the United States who were displaying some activity at this date; Lewis and Clark having been sent out by the United States government to the Pacific coast. This year Mr. Fraser established another post, Fort George, on the main stream. The name New Caledonia was applied to the whole territory.

Preparations Completed.—In the spring of 1808, Mr. Fraser, with Messrs. John Stuart, Jules Maurice Quesnel, and a crew of nineteen men and two Indians, embarked in four well-furnished canoes to explore the unknown waters, which were regarded as the main affluent of the Columbia. They left Fort George on May 26th, where the river is described as three hundred yards wide, with a strong current. They reached its mouth on July 1st, and found the latitude to be about 49°, establishing that the river was a separate and distinct stream and not the Columbia, which it was then known entered the ocean in 46° 20′.

Friendly Indians.—For a few days after leaving Fort George, the expedition made rapid progress. Sir Alexander Mackenzie had, fifteen years earlier, passed over some extent of the distance to the point where, on the advice of the Indians, he turned back, to follow a trail westward to the sea. The Indians whom Mr. Fraser met were friendly, and gave him similar advice; they informed him that the descent of the river was extremely dangerous, that he could not go on, and that the whole party would meet destruction if they made the attempt. The object of the undertaking being to follow the river to the mouth, Fraser declined to turn back. The verification of the Indian description of the navigation was not long delayed, for in a short time appalling difficulties were encountered.

Fraser's Journal.—A narrative of the journey in Fraser's journal, published a few years ago by Senator Masson, furnishes the following extracts: "On June 1st, five days after they started, the river narrowed to a canyon, in which they lost one of their three canoes." On the 5th, the river contracted to a width of not over thirty yards, between precipices, the water "turbulent, noisy and awful to behold." They made a portage of a mile over most difficult ground, leaving the men harassed by fatigue. On the 6th, finding a cascade and whirlpool hemmed in by huge rocks, to avoid portaging they lightened the canoes and ran the rapids. On the 9th, "the channel contracted to about forty yards, and is enclosed by two precipices of immense height, which, bending towards each other, make it narrower above than below. The water which rolls down this extraordinary passage in tumultuous waves and with great velocity, had a frightful appearance. However, it being absolutely impossible to carry canoes by land, all hands without hesitation embarked as it were a *corps perdu* upon the mercy of the awful tide. . . . Skimming along as fast as lightning, the crews, cool and determined, followed each other in awful silence, and when we arrived at the end, we stood gazing at each other in silent congratulation on our narrow escape from total destruction."

Abandoned the Canoes.—Fraser's journal further states: "This afternoon the rapids were very bad; two in particular were worse, if possible, than any we had hitherto met with, being a continual series of cascades, intercepted with rocks and bounded by precipices and mountains that seemed at times to have no end." At last they found the navigation wholly impracticable, while the precipitous river sides had a most forbidding aspect. Even men of their nerve could proceed no further on the foaming stream. On the 10th they were compelled to abandon the canoes and many articles not absolutely required. They started to travel the rugged banks on foot, each with a load of eighty pounds.

Reached the Confluence of a Large River.—To describe the walking would baffle description; only those who know the river can imagine what these travellers endured, passing along the declivity of mountains, ascending and descending rugged rocks, crossing ravines and climbing precipices. Thus they continued for nine days, until they reached a large and rapid river flowing from the east. This was named Thompson River, after David Thompson, astronomer to the North-West Company, who shortly afterwards founded Fort Kamloops at some distance up the river.

Jackass Mountain.—That part of the bank now known as Jackass Mountain was reached on the 20th. The journal reads: "The ascent was dangerous; stones and fragments of rocks were continually giving way from our feet and rolling off in succession. The ascent (on the 25th) was perfectly perpendicular; one of the Indians climbed to the summit, and by means of a long pole, drew us up one after the other. This work took three hours; thus we continued our course, up hills and down, and along the steep declivities of mountains, where hanging rocks and projecting cliffs at the edge of the bank of the river, made the passage so small as to render it at times difficult for one person to pass sideways."

Spuzzum.—They arrived at what is now called Spuzzum, on the 26th; on the 29th they emerged from the canyon, and were fortunate enough to obtain a canoe from the Indians in the neighborhood, by means of which they reached tide water on July 1st. The Indians on the coast were exceedingly troublesome, so Fraser was obliged to hasten his departure. With his party he started on July 3rd, returning by the route they came, and reached their starting-point, Fort George, on the 6th of August.

CHAPTER X.

ROUTE TO THE PACIFIC.

David Thompson, the Astronomer.—Communication to the interior of New Caledonia from the Pacific was not rendered available by the Columbia River route until after David Thompson, already mentioned, had reached Fort Astoria, which he did in 1811, but not by the route from Athabasca. Mr. Thompson was of Welsh parentage. He was born in 1770, and received his education at "The Grey Coat School," London. He entered the service of the Hudson Bay Company in 1789, and proceeded to Fort Churchill, where he remained five years. During the succeeding nine years he was engaged in making surveys of the Rivers Nelson, Churchill, Saskatchewan and their tributaries, frequently visiting York Factory during that period.

Joined the North-West Company.—Having completed his engagement with the Hudson Bay Company, he joined the North-West Company in 1797, when he went to the Grand Portage, near Lake Superior. Following his duties as astronomer and geographer to the Company, for a number of years he was present with the Mandan Indians in Missouri, at Lac La Biche, Lake Athabasca, the Rocky Mountains, and nearly all the stations of the Company throughout the vast territory.

Numerous and Difficult Journeys.—He made several attempts to cross the Rocky Mountains farther south than the Peace River Pass used by Mackenzie and Fraser. In 1800, he entered the mountains at the head waters of the Bow River by the same pass as that now followed by the Canadian Pacific Railway. He descended one of the branches of the Columbia, but was compelled by hostile Indians to return. In 1807, he was again in the Rocky Mountains, passing by what is now known as Howe's Pass. This time he reached the Columbia River, and ascended it to the source, where he built Fort Kootenay. In 1808, he descended River Kootenay to Kootenay Lake, where he entered into trade relations with the Flathead Indians of that country. He returned to Fort Kootenay by another route, descended the Columbia to Blackberry River, and recrossed the mountains by Howe's Pass. His party had collected a considerable quantity of furs, which they brought to Rainy Lake House, which they reached August 2nd. His party and himself suffered much hardship on the expedition.

KICKING HORSE PASS.—Mr. Thompson again started west on August 4th, and arrived at the Columbia River, October 3rd; this time probably by Kicking Horse Pass, now used by the Canadian Pacific Railway, as in his notes he mentions that rapid river as flowing westward. He went as far as Kootenay and made explorations in that region, and collected furs which his party brought east with them. There is some confusion of dates in Mr. Thompson's account about this time, but it appears that, late in the autumn of 1810, he ascended Athabasca River to its source, and crossed the mountains by what is now known as the Athabasca Pass to the Columbia, where he arrived early in January, 1811. He spent the remainder of the winter at the mouth of Canoe River, at the Big Bend of the Columbia, and early in the spring left for the mouth of the Columbia, but he did not follow the stream with the current as was the general method, but ascended the river to its source, crossed McGillivray portage and descended Kootenay River, thence by Pend d' Oreille and Spokane Rivers. On June 19th he reached the falls of the Columbia at the point where Fort Colville was subsequently erected, and thence followed the main river to the Pacific coast, where he arrived on July 15th.

THE PACIFIC FUR COMPANY.—Mr. Thompson was kindly received by the officers of the Pacific Fur Company, who had arrived a few weeks earlier, and were then establishing Fort Astoria. He remained a few days, and returned as he came to Fort Colville, thence by Arrow Lakes and the Columbia to the mouth of Canoe River, the point whence he had started a few months previously. It is probable that before he returned east he proceeded to the Thompson River, located Fort Kamloops, and defined the future route to and from Athabasca through New Caledonia.

Dependent on Indians for Food.—In the meantime, Mr. Fraser's colleagues were actively engaged in extending the trade of the Company in the interior. It was demonstrated by Mr. Fraser that a portion of Fraser River was impracticable for navigation and could not be used. This will readily be conceded by modern travellers on the Canadian Pacific Railway, as they are carried comfortably in the train which runs along the Fraser from the confluence of the Thompson, and as they look with astonishment and awe on the frowning precipices along which Mr. Fraser and his party made their toilsome and dangerous way. That journey throughout had required the greatest nerve and courage. The travellers on the lower section of the route were dependent on the Indians for food, which consisted of dried fish, berries and roots. Except on the upper section of the interior previously visited by Mackenzie, none of the tribes on the route had ever before seen the face of a white man. Great caution and prudence were required to avoid awakening the enmity of the natives.

Simon Fraser's Retirement.—Mr. Fraser remained in the service of the Company for some years after the exploration of the river which has been named in his honor. After his retirement from the position which he occupied he was offered a knighthood, but declined the title on account of his limited wealth. He died at St. Andrews, near Montreal, in 1863, at the age of eighty-nine. Mr. Sandford Fleming, in a paper read before the Royal Society of Canada, 8th May, 1889, states that Mr. Fraser died poor, leaving no provision for his family, three of whom survive him, viz., his daughter, Catherine Harriet Fraser, who resides in Cornwall, Province of Ontario, and her two brothers—William, who lives in Hamilton, Ont., and Roderick, in St. Andrews, county of Stormont.

Sandford Fleming's Reference to David Thompson.—In the same interesting paper, Mr. Fleming, referring to Mr. David Thompson, says that, in 1799, he married Charlotte Small, aged fifteen. He lived to be eighty-seven, dying at Longueuil, opposite Montreal, in extreme poverty. His widow followed him to the grave in a few weeks. Bancroft says of David Thompson: "No man performed more valuable services or estimated his achievements more modestly." He was well educated, and his meteorological and astronomical observations to this day command respect. Three of his daughters survive: Mrs. G. E. Shaw, of Peterborough, Ontario; Mrs. R. Scott, Evansville, Indiana, and Miss Thompson, Ivanhoe, Ohio.

BANCROFT'S OPINION.—The North-West Company had thus obtained a footing in New Caledonia, and, through their enterprising leaders and explorers, were in a position to increase their trade. Bancroft speaking of them pays them the following high compliment: "Of all associations formed at any time or place for the purpose of obtaining the skins of fur-bearing animals, the North-West Company, of Montreal, was the most daring, dashing, audacious and ultimately successful. It energy was only surpassed by the apathy of its great chartered rival which had been in existence 113 years. Canada had been twenty years in British possession when it was organized, without assistance, privileges, or government favors, by a few Scotch Canadians for the better prosecution of a business with which they were all more or less familiar."

SCOTTISH SHREWDNESS AND ENERGY.—"Infusing into their traffic the spirit of adventure and enterprise, these associates pushed the fur trade beyond Lake Superior to Winnipeg, Saskatchewan and Athabasca, and finally overspread the then new North-West. It was they who found the River Mackenzie and followed it to the Frozen Ocean; it was they who ascended Peace River, crossed the Rocky Mountains, planted posts upon their western slopes, and traversed the country to the Pacific; it was they who, by their Scotch shrewdness and resistless energy, after absorbing the Canada trade took possession of the north-west coast, swept Astor from the Columbia and brought the monster monopoly itself upon its knees."

FORMATION OF THE COMPANY.—The Company was formed in the winter of 1783-4, by the larger part of the wealthiest and most influential of the merchants of Montreal. The number of shares originally was sixteen. Among the partners were Simon McTavish, Benjamin and Joseph Frobisher, MacGillivray, Recheblave, Fraser and others. Messrs. Pond, Pangman, Gregory, McLeod and the afterwards famous Alexander Mackenzie were admitted to the partnership in 1787, and the number of shares was increased to twenty. The company then included the best mercantile men in the country—the choicest of Canadian fur-traders. The partners were not required to pay any money into the concern, but every partner must be a strong man in some one particular branch of the business.

PLAN OF OPERATIONS.—It was worked in this way: The two wealthiest commercial establishments in Montreal were those of the

Messrs. Frobishers and Simon McTavish. These two distinct houses, while continuing their regular business, acted conjointly as agents of the North-West Company in Montreal. They were to supply the necessary capital for conducting the business, and were to receive interest on the money actually used in the Company's transactions. They were to obtain supplies from England, have the goods on hand in Montreal, according to the requirements of the trade, and packed and shipped to the Grand Portage, on the north of Lake Superior, where the French-Canadians formerly had a rendezvous, and where the North-West Company then made their headquarters; bringing there every spring the furs collected and sending thence fresh supplies for the interior. To this rendezvous two of the Montreal agents proceeded every year to attend to the transfer business, for which service the Montreal partners received a commission in addition to dividends on their shares.

WINTERING PARTNERS.—The other proprietors were to spend their time in the Indian country, managing the business with the assistance of clerks, remaining during the winter in the fur-trading districts, and were termed "wintering partners." They were not obliged to furnish capital, but ability and energy; and even then such was the skill and influence of some of them that they held two shares, with one of which they might at any time retire from active service, each naming a clerk as his successor, who was entitled to the other share. It was a perfect system—an admirable combination of skill and capital—founded not on speculative theory but on actual experience and practical necessity.

PARTNERSHIP.—It was no easy matter to obtain admission into this partnership. It could only be accomplished by long and arduous service; money was no object, ability was everything. It was what the candidate could perform, not his relationship which secured him the position. Clerks succeeded to partnership after a five or seven years' apprenticeship, receiving one hundred pounds sterling for the term, according to priority and merit. If, at the expiration of their apprenticeship, there was no immediate vacancy in the partnership, a salary of from one hundred to three hundred pounds per annum, was allowed according to merit, until they could take their place as partners.

INTERPRETERS RECEIVE EXTRA PAY.—Apprentices, during their initiation term sometimes added to their duties the office of interpreter, receiving extra pay therefor. Shares could only be sold to servants of the Company, whose admission as partners was secured by vote; the seller of a share received only its value based upon actual earning irrespective of probable dividends. This held out to meritorious young men, who had served a five or seven years' apprenticeship, the prospect of some day obtaining shares without the payment of a premium; and if worthy, they were seldom disappointed. Each share was entitled to a vote, and a two-thirds vote was necessary to the carrying of a measure. Thus, by a liberal and intelligent policy interest was aroused and emulation sustained, and the affairs of the Company were no less wisely ordered than efficiently executed.

GREAT SUCCESS IN 1788.—From such a complete organization, signal success was obtained. In 1788, the gross return of the trade was £40,000. It reached three times that amount in eleven years. The partnership having in 1790 expired through lapse of time, was renewed. Some of the former partners retired; others were admitted, and the shares were increased to the number of forty-six. A new firm was formed by the retired partners and others, who built a new fort, and styled themselves the X. Y. Company. So, for a time, there was an additional powerful company in the field; but in 1805, yielding to the dictates of interest, the two companies united. The new fort was named Fort William, after William MacGillivray who originated the measure, which first in the North-West Company and later in the Hudson Bay Company, made every efficient clerk in due time partner or shareholder. The demolition of the old fort and the building of the new was in consequence of the boundary line between the United States and Canada having been determined, the old fort having been found to be on United States ground. The Company, therefore, built the new fort forty-five miles to the northward, near the mouth of the Kaministiqua River, flowing into Thunder Bay, on the shore of Lake Superior.

THE X. Y. COMPANY.—The routine of the Company's business was as follows: In October of each year the agents at Montreal ordered goods from London, which were shipped the following spring and reached Canada in the summer. Those goods consisted of coarse woollen and cotton cloths, calicoes, blankets, silk and cotton handkerchiefs, hats, hose and shoes, thread and twine, brass kettles, cutlery and other hardware, arms and ammunition. Tobacco, liquors and provisions were obtained in Canada. No money was directly employed in the purchase of furs from the natives: Indians scarcely ever knew what money was.

Shipped to London.—Next winter the cloth was made into such articles as suited the trade with the natives. The stock required was then put into packages of ninety pounds each, and sent from Montreal the following May, reaching the wilderness market the winter following—two years from the date of ordering. Goods for the trading-posts beyond the Rocky Mountains and the Pacific were still longer in reaching their market. Goods were frequently kept over a year or two at the interior forts, and thus furs did not reach Montreal until the autumn following the winter of their purchase. Then they were shipped for the most part to London and sold ; but payment was not received until the succeeding spring and summer, three years at least from the shipment from England of the goods with which they were purchased, and sometimes four or five years.

Long Credit Given.—Allowing the Montreal agents twelve months' credit in London, they were still obliged to carry for two years the outlay for the goods and the expenses attending their sale. Those expenses were about equivalent to the first cost of the goods. So that when the traffic was £80,000 or £120,000 per annum, the amount required to be carried, especially for those times, was enormous ; and although profits were large, expenses, risk and wages were also large. At first the goods for New Caledonia and Astoria were transported in boats, on men's backs and on horseback, at immense cost and labor. Later they were shipped round Cape Horn and brought up the Columbia and Fraser Rivers.

Founders of the Fur Trade.—Such were the enterprising, energetic and able men who first introduced trade and civilization into New Caledonia, and such was the admirable and complete system which enabled them to control the natives and deal with them so successfully. Sir Alexander Mackenzie, Simon Fraser and David Thompson had discovered the routes. The Columbia River route, although lengthy and difficult, was adopted as the best connecting with the great emporium, Montreal. In 1813, they had extended their operations to Astoria, and purchased that trading-port on the Pacific, thus occupying the whole region west of the Rocky Mountains, including the trade which belonged to the tributaries of the Columbia from the Flathead country, which extended to near the head waters of the Missouri River. That river had been previously surveyed by David Thompson in defining the boundary between the United States and Canada, and which necessitated the removal of the fort at Lake Superior to Fort William, as already referred to. The writer of this visited one of their forts at Fort Benton, in 1883. It was substantially built of *adobe*, and had it been kept in repair, could have been occupied to the present time. So it thus appears that the North-West Company was in possession of the whole of the northern portion of the Continent, with the exception of that occupied by the Hudson Bay Company, whose headquarters were at Norway House, and the strip on the extreme north-west coast where the operations of the Russian Fur Company were carried on.

Business in 1798.—The following statement of the North-West Company's business for 1798, gives 106,000 beaver; 2,100 bear; 5,500 fox; 4,600 otter; 17,000 musquash; 32 marten; 1,800 mink; 600 lynx; 600 wolverine; 1,650 fisher; 100 racoon; 3,800 wolf; 700 elk; 1,950 deer; and 500 buffalo skins. In the foregoing list there was only a very small quantity from New Caledonia. The employés of the Company were: 50 clerks, 1,120 canoe-men, and 35 guides. Of these, 350 boatmen, 18 guides and 5 clerks were employed between Montreal and Fort William.

Guides, Equipments, Etc.—As compensation for the trip, the guides received, besides expenses and the privilege of trading on their own account, $160 and their equipment; foremen and steersmen, $90; middlemen, $70, and a shirt, trousers and blanket. Those who wintered at the upper end of the route received double pay. All other employés were engaged by the year or a term of years. A first-class equipment consisted of fourteen pounds of tobacco, two blankets, two shirts, two pairs of trousers, two handkerchiefs, and some trinkets for trading; second class, ten pounds of tobacco and other articles; third class, half the quantity of second class. To the north-men, as the employés who wintered in the forest were called, were attached more than seven hundred native women and children, victualled at the Company's expense. During the height of their power, two thousand voyagers were employed at an average wage of $200 per annum. The gross annual return of the trade at that time was about $750,000. A writer (Umfreville) asserts, "that while the Hudson Bay Company, through false economy, endeavored to make boatmen of the Indians, and ground their servants down to £15 per annum, the Canada merchants paid theirs £40. Yet the former stigmatized the latter as pedlers, thieves and interlopers, because they went where trade was, instead of waiting for it to come to them."

Brigades—How Fitted Out.—It may be interesting at the present time to learn how those brigades were fitted out. The start was made from Lachine, on the St. Lawrence, eight miles above Montreal, in the month of May, when the lakes and rivers are nearly free from ice. At a cost of about $60 each, the requisite number of canoes were provided, say, thirty, in which case the squadron was divided into three brigades, each having its guide or pilot, whose business it was to point out the course, take charge of boats and property, attend to all repairs, and act as commander or admiral, to whom the voyagers stood in the relation of common sailors.

Foreman and Steersman.—In each boat were eight or ten men with their baggage, six hundred pounds of biscuit, two hundred pounds of pork, three bushels of pease—these as ship's stores; with sixty-five packages of goods as freight. The equipment of the canoe consisted of two oilcloths with which to cover the goods, a sail and sailing tackle, an axe, a towing line, a kettle for cooking purposes, a sponge for bailing, and some gum, bark and waptae for repairs. To the inexperienced observer of these frail craft, thus crowded with men and heaped with goods, three or four tons in each, until the gunwale was within six inches of the water, it seemed that destruction was inevitable, especially when winds and swift currents were considered. But so experienced and expert are these Canadian boatmen, that loss of life and property was comparatively rare, although accidents were frequent. Two picked men, a foreman and a steersman, were placed, the one in the bow and the other in the stern of every canoe. Those who simply plied the paddle were called middlemen. A sail was hoisted whenever the wind was favorable.

Smaller Canoes and Boats Used Westward.—Above Fort William and the Grand Portage, the boats used were only about half the size of those used from the east, and were managed by four, five or six men. They carried about thirty-five packages, twenty-three of which were for purposes of trade, and the remainder for luggage or stores. Ninety-pound packages, from long experience, were proved to be the most convenient weight. The usual load for one man was two packages, but if the way was exceedingly rugged, one sufficed, although an ambitious boatman would sometimes carry three. These were slung upon the back, and there supported by a strap placed across the forehead. The cargoes were thus carried to some point above the fall or rapid, to which the canoes were towed by a strong line or carried on the men's shoulders. The carrying-place or "portage" passed, the boats were again loaded and the party proceeded. So methodical and expert did these boatmen become by practice, that a portage was made in an incredibly short time, from twelve to twenty being frequently passed in a single day. The length of the portage varied greatly, extending from sixty yards to six miles, or even twice or thrice that distance. Round a perpendicular fall the way was usually not far. In crossing from one stream to another the carrying-places were longest.

THE EARLY TRADERS DESERVE CREDIT.—Sir Alexander Mackenzie, in his journal, says: "The tract of a transport occupies an extent of from three to four thousand miles, through upwards of sixty large lakes and numerous rivers, and the means of transport on slight bark canoes. It must also be observed that these waters are intercepted by more than two hundred rapids, along which the articles of merchandise are chiefly carried on men's backs, and over one hundred and thirty carrying-places, from twenty-five paces to thirteen miles in length, where the canoes and cargoes proceeded by the same toilsome and perilous operation." Contrast this, then the only available and best method of transit of goods and travel less than one hundred years ago, with the present railway and steamboat accommodation, and the changes which are found to have taken place are marvellous. When the distance from Athabasca Pass to Astoria is added, with its accompanying difficulties, it will readily be conceded that those early traders deserve more credit than is generally awarded to them.

COLUMBIA RIVER BOATS.—The birch bark canoe was not the kind generally used in New Caledonia. A boat specially for the trade of the Columbia River, was made at Okanagan. It was modelled after a whale-boat, and clinker built, with all the timbers flat, and so light that it could be easily carried. In the construction, pine gum was used instead of pitch. It was a bateau, thirty-two feet long, six and a half feet amidships, made of thin pine boards, both ends sharp, without keel, and propelled either with oars or paddles. Between points of communication, after leaving the Columbia and some of the northern trading-posts to Athabasca, it was not uncommon in some of the passes of New Caledonia to see a train of two hundred horses, each laden with two packages of furs, winding with the narrow trail round cliffs and through passes, on their way to canoe navigation.

CHAPTER XI.

OPERATIONS ON THE COLUMBIA RIVER.

Alexander Henry.—A fur trader of some note, Alexander Henry, is connected with the history of this period at Astoria (Fort George). He was present there when Captain William Black and officers of the war-sloop *Racoon* landed in 1813 and took possession of the country in the name of his Britannic Majesty. This had now become the place of rendezvous for a large number of fur traders, who, since the treacherous and most barbarous massacre of the crew of the *Boston* by Maquinna, had avoided Nootka. Mr. Henry first left Montreal in 1799. For ten years or so he was engaged in the Red River and Saskatchewan Districts, going south of Pembina to Fort Abercromby, and also visited the forts on the Missouri. From 1811 to his death in 1814, his mission was in New Caledonia. He was drowned during a heavy storm whilst crossing the river. In the boat were Mr. Henry and Mr. Donald MacTavish, two partners of long standing and high reputation in the North-West Company's service, and six men. All hands perished by the swamping of the boat, with the exception of one man, John Little, who swam to shore. The accident took place in broad daylight, opposite the fort, but was not perceived or known for some hours after, until the man who was saved arrived at the fort and communicated the sad news.

Ross Cox.—The second ship sent from New York by the Pacific Fur Company, the *Beaver*, arrived at the mouth of the Columbia on May 9th, 1812. Among the passengers was Mr. Ross Cox, who, having obtained a clerkship in the service of the Company, had proceeded to Astoria to assume his duties. In a narrative which he published, he describes his adventures on the Pacific coast and his journey overland to Montreal. In this publication he refers to the arrival of Mr. David Thompson, on July 15th, 1811, in a canoe with nine men. Mr. Cox, during the summer of 1812, left for the interior to trade with the Spokane Indians. The following year he returned to Astoria, to find a complete revolution. The Pacific Fur Company had met with a series of misfortunes, in the loss of the *Tonquin* and otherwise. Mr. John George MacTavish and Joseph La Rocque, with sixteen men of the North-West Company, had arrived and entered into an agreement to purchase all the effects of the Pacific Fur Company at a valuation, and to give such of the Company's servants as desired to return, a free passage home by Cape Horn or overland.

FLATHEAD INDIANS.—Mr. Cox was one of those who joined the new administration. He left Astoria, October 28th, to spend the winter in trading with the Flathead Indians in the interior. The following year he returned to headquarters, by that time named Fort George, where he remained two months. On August 4th he left for Spokane House. Between 1815 and 1817 he was in charge at Fort Okanagan, and in the spring of the latter year he was again at Fort George, whence he took his departure on April 16th, with a party consisting of eighty-six men who embarked in two barges and nine canoes.

THE NEW ADMINISTRATION.—The brigade ascended the Columbia to Canoe River, and thence crossed the mountains by the usual route by Lesser Slave Lake, Ile à la Crosse, to Cumberland House. They descended the Saskatchewan, passed across Lake Winnipeg, Lake of the Woods and Rainy Lake, and arrived at Fort William on August 16th. At that date Captain Miles Macdonnell, formerly ot the Queen's Rangers, then connected with the expedition of Lord Selkirk, and others were at the fort. There was encamped a motley gathering of voyageurs, soldiers, Indians and half-breeds. Besides natives of Canada and the United States, Mr. Cox states he saw men from the Sandwich Islands, two negroes, and an East Indian from Bengal. Proceeding by Sault Ste. Marie, French River and the Ottawa, Mr. Cox reached Montreal, September 19th, five months and three days from the date of leaving the Pacific coast.

ALEXANDER ROSS.—Another of the pioneers of New Caledonia was Mr. Alexander Ross. He was one of the twenty-eight Canadians who landed at the mouth of the Columbia in 1811, in the ill-fated *Tonquin.* Mr. Ross relates his adventures during the fifteen years he remained on the Pacific coast, and published in 1849 and 1855 a narrative of his expedition across the Continent. When in Upper Canada he was invited by Mr. Alexander Mackay, the senior partner, to join the Pacific Fur Company, then being organized by Mr. Astor. He proceeded with several Canadians to New York, and there embarked for the mouth of the Columbia. The Company comprised thirty-three persons, all but three of whom were British subjects.

Mr. Ross was present when Astoria was established, and when David Thompson, of the North-West Company, arrived there a few weeks later. He describes the circumstances which led during the following summer to the breaking up of the Pacific Fur Company, and the transfer of the stores, merchandise and buildings to the North-West Company. Mr. Ross entered the service of the latter company, and proceeded to discharge the duties assigned him in the interior. He spent the following twelve years trading with the Indian tribes, amongst whom he had many adventures, and not a few hair-breadth escapes.

Gabriel Franchère.—Mr. Gabriel Franchère, another of the passengers of the *Tonquin*, who fortunately remained at Astoria, relates his experience in a narrative published by him on his return. His statement agrees with that of Mr. Alexander Ross as to the number of passengers being thirty-three, thirty of whom were British subjects, and of these who had formerly been in the North-West Company, including Alexander Mackay, who had accompanied Sir Alexander Mackenzie on his overland travels. On the 12th of April, a site was selected for a building in which the business of the company could be carried on. The establishment broke up in two years, and on October 16th, 1813, the Canadian North-West Company purchased the effects and accepted the transfer of the fort. Some of the clerks who had been engaged by the Pacific Fur Company were re-engaged during the winter by the new company. The others returned to Canada, among whom was Gabriel Franchère who started overland the spring following. He left Fort George on April 4th, 1814, in company with some of his companions, who had doubled Cape Horn three years earlier, and who were deprived of employment by the turn of affairs on the Columbia. They embarked as passengers with a North-West Company brigade, consisting of ten canoes, each with a crew of seven men, in all ninety persons, some of whom were going to posts in the interior. They were all well armed to protect themselves against the hostile tribes of Indians along the river. They ascended the Columbia to the Great Bend, which they reached on May 4th. Making their way across the Rocky Mountains, they reached the upper waters of Athabasca River, which they followed to Little Slave Lake. Their route from this point carried them to Fort Cumberland, Lake Winnipeg and Fort William, where they arrived on July 14th. Mr. Franchère reached his home in Montreal on the 1st of September.

THE WAR-SLOOP "RACOON."—The war which broke out between the United States and Great Britain in 1812 naturally affected Canada, and was felt in the far west on the Pacific coast. The visit of the war-sloop *Racoon*, with twenty-six guns, to the Columbia River, was with the intention of capturing Fort Astoria, or of seizing any vessels which might be there belonging to the United States. Fortunately for them they were all absent, and Astoria had recently been transferred to the North-West Company, which was British. Trading vessels belonging to the United States had been warned by their Government to remain in neutral ports if they wished to avoid seizure. This had the effect of stopping, for the time being, the sea-otter fur trade, as Boston and other east-coast vessels were the most numerous and persistent in following up that trade which had already been well-nigh ruined on the Vancouver and Queen Charlotte Islands, by the reckless manner in which they supplied the natives with intoxicating liquor, demoralizing them and increasing their improvidence.

CAUSE OF THE WAR OF 1812.—It will afford information to many to state the cause of the war of 1812, referred to. This may be briefly explained by mentioning that, in 1793, Britain began a war with France, which, with a short interval in 1802-3, had been continued against the power of Napoleon Bonaparte as general and emperor. When Napoleon had conquered nearly all Europe, he issued a decree from Berlin, to the effect that British goods should not be bought or sold on the continent of Europe, and that other nations should not trade with Britain. "England, who had for many years been mistress of the sea, retaliated and issued an "Order-in-Council" forbidding all neutral nations to trade with France, and threatening these vessels with seizure if they did not call at English ports." Under these restrictions, United States vessels could not trade with either France or Britain without being liable to seizure. Britain, also anxious to secure men for her navy, stopped United States vessels on the open seas, and searched them for runaway sailors and British subjects. This was looked upon by the United States Government as a pretext to take United States sailors to man British warships.

THE YOKE OF GREAT BRITAIN.—The Democratic party then in power, which, since the Revolution, had been hostile to Great Britain and friendly to France, declared war in June, 1812. General Hull crossed the river from Detroit to Canada and issued a proclamation inviting Canadians to throw off the yoke of Great Britain. The invitation was not accepted. The attack was made along the frontier at principal points from Detroit to Quebec. The struggle between the two countries was carried on with varying success and great loss of life on both sides, until the battle of Lundy's Lane was fought, July 25th, 1814, between three thousand Canadian and four thousand United States troops. The battle raged from five o'clock a.m. until midnight. A Canadian historian writes: "The utmost stubbornness and courage were shown by both armies in the fierce struggle for the British guns. General Riall was taken prisoner, and Scott, Brown and Porter, three United States generals, were wounded. At last, worn out in vain effort to force the British position, the United States troops retreated, leaving their dead to be burned by the victors, for the number of slain was so great that burial was impossible. The loss to the enemy was nearly nine hundred, to the British about the same number."

An Old Statute in Force.—In a newspaper despatch from Washington, D.C., dated September 12th, 1893, a curious fact is stated as having been developed in connection with certain arrests made in New York the previous day, at the request of the Navy Department, of sailors charged with desertion from the United States cruiser *Chicago*, in England. An effort was made to secure the arrest of the deserters while they were in England, but it was ascertained that while the extradition law included deserters from merchant vessels, it did not avail in case of deserters from men-of-war, and the Navy Department was compelled to keep the men under surreptitious surveillance, in the hope that they would return to America. The inquiry at the State Department into the extradition laws in connection with deserters, brought out the fact that the feeling over one of the causes of the war of 1812, viz., the seizure of United States seamen for service in the British navy, had served to prevent, unto this day, a diplomatic arrangement between Great Britain and the United States, for the mutual apprehension and extradition of sailors from the navy of one country, who desert in the possessions of the other country.

The Rivalry Which Existed.—After the extension of the North-West Company's trade to the west of the Rocky Mountains, of which they had a monopoly, an enormous and profitable business was carried on. Events, however, were transpiring in the east which brought about a radical change. The rivalry which existed between the Hudson Bay Company and its energetic rivals had become so intensified that a skirmish took place between the parties, in 1816, at Red River, near the site of the present city of Winnipeg. Governor Semple, of the Hudson Bay Company, was killed on that occasion. His tragic end is described as follows: "The amiable and mild Mr. Semple, lying on his side (his thigh was broken) and supporting his head upon his hand, asked Mr. Cuthbert Grant to try and get him to the fort, as he was not mortally wounded. The unfortunate gentleman was left in charge of a Canadian, who afterwards told how an Indian came up and shot the governor through the breast. No quarter was given; the knife, axe, or ball put a period to the existence of the wounded. Out of a band of twenty-eight, twenty-one were killed and one wounded, but escaped."

Brought Before the British Parliament.—This lamentable state of affairs was brought before the British Parliament in 1819. Both companies were suffering from the fierce competition which existed—they were almost ruined. One writer says: "The interests of the Hudson Bay Company suffered so much that between 1800 and 1821 their dividends were for the first eight years reduced to four per cent.; during the next six years they could pay no dividend at all, and for the remaining eight years they could only pay four per cent." Sir George Simpson, in a report to the House of Commons, lamented the general demoralization of Indians and whites arising from the rivalry between the two companies, and said, "It was uncertain for a long time which of them lost most money; neither of them gained money."

Ready for Reconciliation.—Both companies were, therefore, ready for reconciliation. In 1804, Edward Ellice, then a partner in the North-West Company, offered Sir Richard Neave, Governor of the Hudson Bay Company, £103,000 for the whole concern, that being the capital stock of the Hudson Bay Company at that time; but part of the stock being the property of minors, the bargain was not consummated. As early as 1801, Sir Alexander Mackenzie advocated a union of the companies, and pointed out the advantages which would result from such an arrangement.

CHAPTER XII.

THE CONFEDERATED COMPANIES.

Union of the Companies, 1821.—An Imperial Act was passed 2nd July, 1821, at the instance of Mr. Ellice, by which the rights and privileges of the new company formed by the coalition of the two combined companies, were continued under the name of The Hudson Bay Company. The Act also regulated the fur trade, and established a criminal and civil jurisdiction in certain parts of North America. The arrangement under which the companies were united in March, 1821, was exceedingly fair and acceptable to both parties. The North-West made over its property to the Hudson Bay Company, and in return the members of the former became partners, and its servants were taken into the employment of the consolidated company. The territory east and west of the Rocky Mountains, not included in the old charter, was granted to the new company, with the exclusive right to trade for twenty-one years.

Charter of H. B. C., 1670.—The first charter of the Hudson Bay Company was granted in 1670 by King Charles II., to his trusty and well-beloved cousin, Prince Rupert, and others, under the name of "The Governor and Company of Adventurers of England trading in Hudson Bay." This famous and long-lived corporation was ostensibly established as mentioned in the charter, "for the discovery of a new passage into the South Sea, for the finding some trade for furs, minerals and other considerable commodities," and also for "Christianizing the Indians." The charter granted the "adventurers a monopoly of trade with plenary powers, executive and judicial, in and over all seas, straits, lands, etc., lying within the entrance of Hudson Straits, and the rivers entering them not already occupied by any other English subject or other Christian power or state." In return they were to yield and pay therefor two elks, and two black beavers, whenever his Majesty or his heirs should set foot in the territory.

The First Twenty Years.—The early operations of this monopoly were confined to the vicinity of Hudson Bay and James' Bay. As will be seen from the following, the profits of the fur trade were enormous: "During the first twenty years of its existence, the profits of the Company were so great that, notwithstanding losses sustained by the capture of their establishments by the French, amounting in value to £118,014, they were enabled to make a payment to the proprietors, in 1684, of fifty per cent. and a further payment in 1689 of twenty-five per cent. In 1690, the stock was trebled without any call being made, besides affording a payment to the proprietors of five per cent. on the increased or newly created stock. From 1692 to 1697, the Company incurred loss and damage to the amount of £97,500 from the French. In 1720, their circumstances were so far improved, that they again trebled their capital stock with only a call of ten per cent. from the proprietors, on which they paid dividends averaging nine per cent., for many years showing profits on the originally subscribed capital stock, actually paid up, of between sixty and seventy per cent. per annum from the year 1690 to 1800."

SIR GEORGE SIMPSON.

New Governor.—As has been stated, the trade of both companies had been greatly interfered with and rendered unremunerative by the bitter rivalry which existed between the parties. With the union, however, there was an end to rivalry in trade, and to deeds of rapine and violence. A new era was entered upon under the governorship of Mr (afterwards Sir) George Simpson, who filled that responsible office for nearly forty years, until his death in 1860. Born in Ross-shire, Scotland, George Simpson, while still a youth, removed to London, where he was engaged in commercial pursuits for nearly eleven years. The ability, shrewdness and energy of young Simpson had marked him out for a wide sphere of labor, under a far distant sky. In 1819, when the companies were still battling furiously, Mr. Simpson was invited to cast in his lot with the Hudson Bay Company. Early in 1820, therefore, he sailed from England for Montreal by way of New York, and in May he was on the road from the Canadian city to the North-West. During the winter of that year he was stationed at Athabasca, where he endured many hardships and privations, although he managed to carry on the rivalry in the fur trade with evident tact and energy. The Ross-shire lad of twelve years before had already made his mark, and assured for himself future fame and fortune; and when peace was at last concluded by amalgamation, Simpson's talent had indicated him as the best man to preside over the vast operations of the united company. After serving a short time as Governor of the Northern Department, he received his appointment, and became Governor-in-Chief of Rupert's Land, and General Superintendent of the Hudson Bay Company's affairs in North America.

EXPLORATION AND GEOGRAPHICAL DISCOVERIES.—The responsible position which Governor Simpson so long occupied required special qualifications, and these he possessed in an eminent degree. He was a man of consummate tact and address, and at once set about healing up old wounds, reconciling discordant interests, and removing old prejudices and jealousies from amongst the people and former employés. He was the first Hudson Bay governor who fulfilled, on behalf of the Company, that duty imposed, as a condition, by the charter—the task of exploration and geographical discovery. Although as keenly alive to the material interests of his employers as the most unreasonable shareholder could expect, Governor Simpson never lost sight of the higher claims of science on his time, as well as on his energies. To his skilful direction and the eagerness with which he assisted Franklin, Richardson, Ross, Back and other explorers, the most valuable results were due. It was he who sent out Dease, Thomas Simpson, Rae, Anderson and Stewart upon the path of research, and at every fort or factory controlled by Governor Simpson, any explorer was sure of shelter, supplies, information and advice. Also, during his long tenure of office, the profits of the Company steadily increased year by year.

FOUR DEPARTMENTS.—The entire country north of the Columbia and tributaries, and east of the Rocky Mountains, was now under the control of the Hudson Bay Company. The territory west of the Rocky Mountains was known commercially as the western department. The whole trading territory was divided into four departments, viz., Montreal, the southern, the northern and the western. There were four factors for each. In the western department all were under the direction of one man, who was subject to the governor of all the departments.

CLASSIFICATION OF OFFICERS.—The following classification of officers and men in the active service of the Hudson Bay Company, will tend to show how perfect and complete was the organization: "Apart from the governor and board of directors in London, there was first a local governor, residing in Canada, having his headquarters at first at

Prince of Wales Fort, afterward at York Factory, and later at Fort Garry (now Winnipeg). This governor had full jurisdiction of all the establishments of the Company. Second under him there were chief factors, who might have charge of a department or of a factory, supplying the lesser forts of a district; third, chief traders, usually in charge of some single but important post; fourth, chief clerks, who were sent with a crew of voyageurs on frequent expeditions, or placed in charge of minor posts; fifth, apprenticed clerks, a kind of forest midshipmen, raw lads, fresh from school, full of fun, spiced with mischief, who write, keep store, and wait upon their seniors; sixth, postmasters, usually laborers promoted for good behavior to the rank of gentlemen, and often placed in charge of a small station or outpost; seventh, interpreters, generally laborers, with a smattering of the native dialects in their vicinity; eighth, voyageurs, or boatmen; ninth, laborers, employed in various ways, as in chopping, carrying, mending, trapping, fishing, rough carpentering, blacksmithing, or boat-building. The laborer could not rise higher than postmaster, while the apprenticed clerk might become chief factor, or even governor. Five years of intelligent, faithful service entitled the apprentice to a clerkship; and after from ten to twenty years further service, he became chief trader, who was a half shareholder, and in a few years thereafter, chief factor or shareholder. Speaking generally, the chief factor directed the affairs of the Company, and the chief trader, acting under the chief factor, managed traffic with the natives." The system was the outcome of the experience of both companies and was admirably executed.

GROWTH FROM 1789 TO 1856.—A glance at the equipment of the Hudson Bay Company shows that in 1789 they had only 315 men in their employ, which included seventy-five seamen, who navigated two ships and one sloop annually each way, which constituted the ocean service. In 1846, it is stated, there were 513 articled men and fifty-five officers, which with a network of trading-routes between posts extending from the Atlantic to the Pacific, gave them not only extraordinary influence with the natives and the trade monopoly of the North-West, but the actual domination of those regions,—religious, political and social. In 1856, the affairs of 152 establishments were managed by a governor, 16 chief factors, and 29 chief traders, assisted by 5 surgeons, 87 clerks, 67 postmasters, 500 voyageurs, and 1,200 permanent servants, besides sailors on sea-going vessels and persons temporarily employed—about three thousand men in all.

CHAPTER XIII.

THE NATIVE TRIBES AND CIVILIZATION.

Primitive Condition of the Indians.—Very different, at the present time, is the position and circumstances of the Indians from the natives met by Captain Cook at Nootka, or those passed by Alexander Mackenzie on his expedition to the Pacific coast. There is a vast difference also in their numbers. They were then numerous, flourishing, and apparently contented with their lot. "Then," says a writer, "in this region nature's wild magnificence was yet fresh: coast, lake and river abounded with plenty; primeval forests were unprofaned; numerous villages dotted shores and valleys; from the warrior's camp-fire the curling smoke never ceased to ascend, nor the sounds of song and dance to be heard; then, bands of gaily-dressed savages roamed over every hillside—humanity, unrestrained, vied with bird and beast in the exercise of liberty absolute. This is no history: alas! they have none; it is but a sun picture, and to be taken correctly must be taken quickly.

"Nor need we pause to look back through the dark vista of unwritten history, and speculate who and what they are, nor for how many thousands of years they have been coming and going, counting the winters, the moons and the sleeps, chasing the wild game or fur-bearing animals, pursuing and being pursued, killing and being killed. All knowledge regarding them lies buried in an eternity of the past, as all knowledge of their successors remains folded in an eternity of the future. We came upon them unawares, unbidden, and while we bargained our worse than useless commodities, they melted away. The infectious air of civilization penetrated to the remotest corner of their solitudes. Their ignorant and credulous nature, unable to cope with the intellect of a superior race, absorbed only its vices, yielding up its own simplicity and nobleness for the white man's diseases and death. Savagism and civilization will not coalesce any more than light and darkness."

Indian Population, 1852 and 1892.—In a report by the Hudson Bay Company to the House of Commons, presented in 1857, the following trading-posts and the number of Indians frequenting them are mentioned. They were included in what is now within the boundaries of British Columbia. The population about that time, or say, in 1852, in round numbers is given at seventy-five thousand. The Annual Report of the Department of Indian Affairs for 1892, published a return of the last Dominion census, showing the number of resident and nomadic Indians in British Columbia; it also shows the religious denominations to which they belong. A synopsis of that return, giving the totals, is appended to the Hudson Bay Company's return for comparison, as follows:

VANCOUVER ISLAND—Fort Victoria, 5,000; Fort Rupert, 4,000; Nanaimo, 3,000. FRASER RIVER—Fort Langley, 4,000. NORTH-WEST COAST—Fort Simpson, 10,000; Northern tribes, 35,000. THOMPSON RIVER—2,000. NEW CALEDONIA—Stuart Lake, McLeod Lake, Fraser Lake, Alexandria, Fort George, Babines, and Connoly Lake, 12,000. Making an approximate total of 75,000.

The Department of Indian Affairs gives, for 1892, the following list of agencies:

1. West Coast Agency—number of Indians, 2,872, in 18 tribes or bands, of whom 639 are Roman Catholics, and 2,233 pagans.

2. Fraser River Agency—4,278, in 49 bands; 547 Protestants, 3,719 Roman Catholics, and 12 pagans.

3. Kamloops Agency—2,327, in 44 bands; 1,175 Protestants, 1,084 Roman Catholics, 68 pagans.

4. Okanagan Agency—852, in 13 bands; 46 Protestants, 736 Roman Catholics, and 70 pagans.

5. Cowichan Agency—2,044, in 34 bands. In this agency the majority have been baptized into the Catholic Church; many attend Wesleyan and English missions, but a large number attend no church whatever; in fact are pagans.

6. Kawkewlth Agency—1,678, in 17 bands; 1,355 Protestants, 323 pagans.

7. William Lake Agency—1,813, in 20 bands; 48 Protestants, 1,765 pagans.

8. Kootenay Agency—638, in 5 bands; all Roman Catholics.

9. North-west Coast (mainland) Agency—4,049, in 25 bands; 3,004 Protestants, 1,045 pagans.

10. Babine and Upper Skeena Agency—2,612, in 25 bands; 75 Protestants, 1,499 Roman Catholics, 1,038 pagans.

No agent at Hiletsuck, 2,274; Tahelie, 1,000; other bands not visited, 8,522.

Total, 34,959.

PROGRESS AT THE AGENCIES.—The Indians in Agency 2 are reported by the visiting superintendent to possess real and personal property to the value of $1,312,545 (the real property is inalienable, and belongs conjointly to the tribe); to have 3,673 acres of land under cultivation; to own 103 ploughs, 62 waggons and carts; to have raised 22,035 bushels of potatoes, 11,456 bushels of oats, 3,222 bushels of wheat, 2,436 bushels of barley, 2,643 bushels Indian corn, and 150 bushels buckwheat, and cut 3,118 tons of hay; that they own 986 horses, 478 cows, 253 sheep, and 2,400 pigs. Agency 1 is credited with having $70,300 in personal property; value of furs taken, $66,600; raise 1,500 bushels of potatoes. Agency 3—value of real and personal property, $206,487; acres under cultivation, 930; horses number 2,202; cows, 292; pigs, 279; young stock, 347; value of furs taken, $10,045; other industries, $53,200; corn, 523 bushels; wheat, 1,908; oats, 3,020; beans, 1,261 bushels; potatoes, 19,180; tons of hay cut, 1,231. Agency 4—real and personal property, $208,992; furs, $2,635; other industries, $20,200; corn, 963 bushels; wheat, 8,460 bushels; oats, 4,255 bushels; peas, 1,460 bushels; beans, 585 bushels; onions, 218 bushels; potatoes, 13,679 bushels; hay, 727 tons. The other agencies are reported upon, and show varied results, according to the industrious habits or situation of the tribes.

EDUCATIONAL GRANTS.—Twenty-five Indian schools in British Columbia received educational grants from the Dominion Government in 1893, amounting in the aggregate to $40,434. The sums range from $504 for each of sixteen schools; Coqualeetza, $1,300; Yale, $1,500; St. Mary's, $2,400; Kamloops, $3,250; Alert Bay and Kuper Island, each $4,450; Metlahkathla, $5,270; and Kootenay, $6,500. Several of these schools are conducted on the industrial plan, under the Anglican, Presbyterian, Roman Catholic, and Methodist Churches.

ANNUAL REPORT.—The visiting superintendent in his report states "that the advancement and general condition of the native population has been highly satisfactory. . . . The discontent which had been noticeable for years past in some of the agencies, engendering feelings hostile to the Government and to the Department, and therefore to their own advancement, seemed to be happily dying out, and to be gradually replaced by a more trusting spirit and a desire to work in harmony with those who labor for their good. . . . A steady improvement in the sanitary condition of the natives is observable. . . . Much has yet to be learned and accomplished in that direction by many of the bands. . . . In four of the agencies, epidemics (measles, influenza, and quinsy) appeared, and caused several deaths, mostly amongst young people. . . . Throughout the remaining agencies the general health was exceptionally good, and an increase of the Indian population is observed. . . . In visiting the Indians throughout the Province,—was much pleased with the signs of advancement to be seen, and by noticing to a great extent the increase of different industries amongst them, and the consequent comfort and contentment visible. . . . For years, Indians, with their wives and families, and many of the young men, on account of the opportunities of earning money so easily at the hop-fields, and the excitement produced by travel and a constant change, have been in the habit of abandoning, for the greater portion of the summer and autumn, their reserves, to the utter neglect of their gardens and other home industries. . . . They also contract immoral habits, and diseases of mind and body, which prove fatal to their advancement and to the welfare of their offspring. Such being, mostly, the outcome of these annual peregrinations, any change in such a course of life cannot but prove a blessing to those concerned. . . . In the Kamloops and Okanagan Agencies, large numbers of the natives have been employed on the Pacific railroad. They continue to give every satisfaction to their employers and the public by their peaceful and orderly conduct, and by their steady and faithful work. . . . At Fort Steele, Kootenay, a skilled physician is subsidized by the Provincial Government, whose presence is prized by aborigines and white settlers."

Deserted Villages.—From the foregoing statements, it appears that during the past forty years the Indian population has decreased from 75,000 to 35,000, more than fifty per cent. The decrease on the sea-coast is doubtless more than proportionate in some places. For example, on Queen Charlotte Islands, early writers on the subject state that from ten to twelve large bands existed there. From the remains of villages of great extent, the statement need not be doubted. Now only three villages—Massett, with a population of 401; Skidegate, 194; and Clew, once the populous and powerful Nishgar nation, with a remnant of only 84—remain. On either side of the entrance of Cumshewa Inlet to Clew, their present station, are the ruins of two of their former villages. These relics, along with many others along the coast of these islands are sad evidence of the decay and almost extinction of what was, less than one hundred years ago, the most robust and warlike of the tribes on the Pacific coast. Contact with what is called civilization, has led to their destruction. Without any restraint, their reckless improvidence and love of intoxicating drink fostered licentiousness and produced disease. Small-pox and measles carried off thousands. Many tribes have become extinct, others are bordering on extermination.

CHAPTER XIV.

THE TWO SYSTEMS CONTRASTED.

Primitive Indian Regulations.—Under the management of the two great fur companies in the interior of the country, the result has been different. Their treatment of the natives was humane and protective. They set up certain standards of trade, and acted up to them fairly. They preserved order, and were ready to assist and protect those who lived up to the required standard, and as ready and determined to punish offenders. A stolen article must be restored. The tribe harboring a thief was cut off from commercial intercourse. Bancroft says: "Unlike the people of the United States, the British North Americans did not seek to revenge themselves upon savage wrongdoers, after the savage fashion. When an offence was committed they did not go out and shoot down the first Indians they met; they did not butcher innocent women and children; they did not scalp or offer rewards for scalps." The following extract from the legislative journals of Idaho Territory shows to what depths of cruelty and inhumanity the citizens of that state had reached: "*Resolved*, that three men be appointed to select twenty-five men to go Indian hunting, and all those who can fit themselves out shall receive a nominal sum for all scalps that they may bring in; and all who cannot fit themselves out, shall be fitted out by the committee, and when they bring in scalps it shall be deducted out. That for every buck scalp be paid $100, and for every squaw $50, and $25 for everything in the shape of an Indian under ten years of age.

That such scalp shall have the curl of the head, and each man shall make oath that the said scalp was taken by the company."

WARS AND MASSACRES.—This barbarous mode of action could not but rouse the most vindictive feelings amongst the natives. The result is that five hundred million dollars has been spent by the United States in Indian wars. This is the statement of Bancroft, the United States historian, who adds, "between the shores of the Atlantic and Pacific, in United States territory there is not a hundred-mile patch on which white men and red men have not fought; and during our hundred years of national history each successive score may count its great Indian battle, and some scores, three to five. . . . North of the Canadian line," he continues, "where dominate the same avaricious Anglo-Saxon race over the same untamed element of humanity, there never have been Indian wars or massacres, such as have been almost constant on the United States border; not a single encounter such as we could call a bloody battle, and no money spent by the Government to keep the natives in peaceful subjection.

BRITISH FUR COMPANIES—POLICY.—"The reason is plain. In the latter instance the natives are treated as human beings, and their rights in some measure respected. Being amenable to law they are protected by the law. Of crimes among themselves, of their wars and atrocities, the fur companies did not feel called upon to take special notice, though without direct interference they used their influence to prevent barbarities and maintain the peace, for the men could not hunt and trade while fighting. By preventing the coalition of neighboring nations; by fostering petty jealousies; by refusing arms and ammunition for purposes of war; by dividing clans; by setting up one chief and deposing another; by weakening the strong and strengthening the weak—the fur companies held the balance of power. The British fur companies found it to their pecuniary interest to be just and humane in their dealings with the natives.

CERTAINTY OF PUNISHMENT. — "If an Indian murdered a white man, or any person in the employ of the Company, the tribe to which he belonged were assured that they had nothing to fear; that King George men (the Indian appellation for Englishmen) were single-hearted and just; that unlike the Indians themselves, they did not deem it fair to punish the innocent for the deeds of the guilty, but the murderer must be delivered to them. This demand was enforced with inexorable persistency. This certainty of punishment acted upon the savage mind with all the power of a superstition. Felons trembled before the white man's justice as in the presence of the Almighty.

Servants of the Company held Responsible.—"In all that vast realm which they ruled, there was not a mountain distant enough, nor forest deep enough, nor icy cave dark enough, to hide the felon from their justice, though none but he need have aught to fear. The officers and servants of the Company were ordered to go to any trouble or expense in seeking and punishing an offender, and they were never to cease their efforts until the end was accomplished. Employés of the companies were unlike the United States border-men, inasmuch as they were trained to the business and held to a strict accountability for every act, whether in their intercourse with white men or Indians. They were no more allowed to shoot or ill-treat savages than to murder or swindle their own comrades. The free trapper, on the other hand, was often a rough character who escaped from home in early life or from later questionable transactions. Governed solely by his passions, and responsible to no one; all cases to him were simple questions of expediency; when he thought of shooting an Indian for the beaver skin he carried, it was well enough to consider the chances of capture and escape."

"Daughters of the Land."—In the early days it was customary for the servants of the companies to take to wife "the daughters of the land." "By this means two objects were secured: the more powerful native tribes were allied to the trader's interest, and the servants of the companies, as offspring came on, became fixed in the country. Further than this, gross immorality was thus in a measure prevented. No civilized marriage rites attended these unions. The father of the bride was usually solicited, and presents were made, after the Indian fashion; the delighted women thus taken were, as a rule, affectionate and obedient, and to the honor of the fur-hunters, be it said, they were treated by the men with kindness and often with show of respect. The fur companies have generally acknowledged the claims of the half-breed children to protection and sustenance, and this class has never been forced into savagism. Attached to the North-West Company in 1817 were fifteen hundred half-breed women and children; so many, indeed, that the Company forbade their servants taking new wives from the forest. Several thousand dollars were subscribed, about that time, by the partners and clerks of the North-West Company to establish a school at Rainy Lake, or Fort William, for the education of the children."

CHAPTER XV.

GREAT INCREASE OF TRADE.

Fort Vancouver.—After the union of the companies, retaining the name of the Hudson Bay Company, trade rapidly grew and widened. It was found that the site of Fort George (formerly Astoria), on the Columbia, was too far west for convenience. It was, therefore, changed in 1824-5, to a location on the north side of the river, six miles above the mouth of Williamette River. The building, which was named Fort Vancouver, was located on the fir-skirted brow of a gently sloping prairie, about one mile from the river; but the distance proving an obstacle to transport and communication, it was moved, a few years afterwards, to within a quarter of a mile of the stream. This site was also chosen for its convenience to the traffic, which was carried on to and from Puget Sound. The fort continued in the occupation of the Hudson Bay Company until 1847, when the headquarters of the Company were removed to Victoria.

An Extensive Concern.—The new fort, Vancouver, was an extensive concern. Built in the usual parallelogram shape, it measured 750 feet in length and 500 feet in breadth, enclosed by a picket wall of large and closely fitted beams, over twenty feet in height, secured by buttresses on the inside. The interior was divided into two courts, with about forty buildings; all of wood, except the powder magazine, which was constructed of brick and stone. In the centre, facing the main entrance, stood the governor's residence, with the dining-room, smoking-room, and public sitting-room, or bachelors' hall, the latter serving also for a museum of Indian relics and other curiosities. Single men, clerks and others made the bachelors' hall their place of resort. Strangers were sent there; it was the rendezvous for pastime and gossip. To these rooms artizans and servants were not admitted. The governor's residence was the only two-story house in the fort, and before it frowned two old mounted 18-pounders. The quarters of the chief factor were provided in like manner with two swivel-guns.

Religious Worship.—A prominent position was occupied by the Roman Catholic chapel, in which a majority of the employés worshipped; while the smaller congregation of Episcopalians, etc., made use of the dining-room for religious gatherings. The other buildings consisted of dwellings for officers and men; school, warehouses, and retail stores, and artizans' shops of all descriptions. The interior of the dwellings exhibited, as a rule, an unpainted board panel, with bunks for bedsteads, and a few other simple pieces of furniture. A short distance from the fort, on the bank of the river, lay a village of about sixty neat and well-built houses—laid out in rows so as to form streets—for the married mechanics and servants. In the group were also the hospital, boat house and salmon house, and near by were barns, threshing mills, granaries and dairy buildings.

A WELL-MANAGED FARM.—The plain around the fort, and along the river as far as Calapooya Creek, for about nine square miles, was occupied by a well-managed farm, fenced into grain fields, pastures and gardens—the latter quite renowned for their large variety and fine specimens of plants. Fully fifteen hundred acres were under cultivation. The live stock numbered about three thousand head of cattle, twenty-five hundred sheep, and three hundred brood mares. On the dairy farm were upwards of one hundred cows, and a still greater number supplied the dairy on Wapato Island, the produce being chiefly absorbed by the Russian colonies in the north. About six miles up the Columbia a grist mill and a saw mill were in operation. Lumber and flour were shipped to the Sandwich Islands.

WALLA WALLA.—Another principal trading-post was Fort Walla Walla. It was erected on a promontory about three-quarters of a mile from the junction of the Walla Walla River with the Columbia. The place was originally called Fort Nez Percé, and was first built to protect Ogden's party of fur traders, about the year 1818. The attack was repelled, but the necessity for a strong place became apparent in case of future hostilities. Timber being scarce, it was brought from a great distance. "The wall was formed of sawed timber, twenty feet long, two feet and a half wide, and six inches thick, forming an enclosure two hundred feet square. Within the walls were stores and dwellings for servants, and in the centre another enclosure twelve feet in height, with port-holes and slip-doors, a fort within a fort. Beside the outer gate, moved by a pulley, the entrance was guarded by double doors, and, for further security, the natives were not admitted within the pickets, but carried on their trade through a small opening in the wall which was protected by a small door. The war material consisted of four pieces of ordnance of from one to three pounds, ten swivel guns, and a supply of muskets, pikes and hand-grenades.

ACCOUNTS MADE UP AND CHECKED.—Fort Colville, the last important post on the Columbia River, before leaving for the mountains, was situated some distance south of the present boundary line. At that station the accounts of the whole country were made up. The accountants from the minor forts either came or sent their accounts there, where they were checked and included in the general statement for the year, to be transmitted with the annual express brigade. This brigade left Fort Vancouver so as to reach Norway House about the middle of March, where the great council met every summer. It was in charge of a confidential officer. This service was conducted for several years by Chief Factor James Douglas. A. C. Anderson had charge of the brigade in 1842. There were several brigades which arrived and departed regularly from Fort Vancouver. From that fort were supplied the upper and interior posts as far as Fort James on Stuart Lake, *via* Thompson River.

ANNUAL EXPEDITIONS.—Every autumn trapping and trading expeditions were sent out from nearly all the principal forts, who returned with their catch the following spring or summer. These parties consisted of from five to thirty natives with their families; or were composed wholly or in part of half-breeds or white men, sometimes under the guidance of a servant of the Company but as often alone, and that after having procured their outfit on credit. Two of these parties, much larger than from the minor posts, from fifty to seventy-five men each, set out from Fort Vancouver every year, one proceeding southward as far as San Francisco Bay, the other eastward toward the Flathead country and the Colorado.

RIVER COLUMBIA BARGES.—In conveying goods or furs up or down the Columbia, barges, each of five or six tons burden, were employed. They were manned by six French-Canadians, sometimes called Iroquois, as they were generally half-breeds of the Iroquois tribe. The barges were steered by a paddle, and both goods and the barges were carried over the portages. For a small quantity of tobacco to each native Indian, twenty-five of them were always willing and ready to transfer boats and goods from one landing to the other. The tobacco sold by the Hudson Bay Company is said to have been obtained mostly from Brazil. It was twisted into a rope, one inch in diameter, coiled and sold by the inch. Usually the trapper required credit, and his ability to pay depended on his success, which risk the Company was obliged to take. The Indians were readily trusted, the original cost of the articles credited being so small in proportion to expected returns, that the Company could well afford to make the venture.

CONVENTION OF 1818.—At the time when the coalition of the rival companies was effected in 1821, a license of exclusive trade in such Indian territory as was not included in the original charter was granted them by the British Government for a term of twenty-one years. This license was granted under an agreement made at a convention signed in London, October 20, 1818, which stipulated that any portion of the country on the north-west coast of America, westward of the Rocky (or Stony) Mountains, shall be free and open for the term of ten years from the date of the convention to the subjects of the two powers . . . and is not to be construed to the prejudice of any claim which either of the two contracting parties (Great Britain and the United States) may have to any part of the said country ; the only object of the high contracting parties, in that respect, being to prevent disputes among themselves."

SUPPLEMENTARY LICENSE IN 1838.—In 1827, another convention was signed in London, August 6th, by which the above-mentioned provisions were extended indefinitely, subject to abrogation upon twelve months' notice by either party ; but "shall not be construed to impair or in any manner affect the claims which either party may have to any part of the country westward of the Stony or Rocky Mountains." This led to a trading license in 1838 being granted, supplementary to the former, extending this absolute power of the Hudson Bay Company over the whole of the region west of the Rocky Mountains.

THE ALASKA BOUNDARY IMPRACTICABLE.—From this must, however, be excepted that portion of the North-West claimed by Russia, the boundary of which between Great Britain and Russia is defined by the treaty concluded in 1825, as follows :

"ARTICLE III.—The line of demarcation between the possessions of the high contracting parties upon the coast of the Continent and the Islands of America to the north-west, shall be drawn in the manner following : Commencing from the southernmost point of the island called Prince of Wales Island, which lies in the parallel of 54° 40′ north latitude, and between the 131st and the 133rd degree of west longitude (meridian of Greenwich), the said line shall ascend to the north along the channel called Portland Channel, as far as the point of the continent where it strikes the 56th degree of north latitude ; from this last-mentioned point the line of demarcation shall follow the summit of the mountains situated parallel to the coast as far as the point of intersection of the 141st degree of west longitude (of the same meridian); and, finally from the said point of intersection, the said meridian line of the 141st degree, in its prolongation as far as the Frozen Ocean, shall form the limit between the Russian and British possessions, on the Continent of America to the north-west. —*From the Report by Colonel D. R. Cameron, R.A., C.M.G., September, 1886.*

"ARTICLE IV.—With regard to the boundary lines established in the preceding article, it is understood that the island named Prince of Wales belongs entirely to Russia, and that whenever the summit of the mountains running parallel with the coast from 56th degree of north latitude, to the point of intersection with the 141st meridian, shall be more than ten leagues from the shore, the boundary line of the British possessions shall run parallel with the coast line at a distance of not greater than ten leagues, the land between such line and the coast to belong to Russia."

The interpolation of the three words, "called Portland Channel," has rendered the wording of the treaty obscure and the boundary impracticable, as described south of the 56th degree of latitude. A joint commission of both the "high contracting parties" has been at work for the past two years, arranging for the proper settlement of "the line of demarcation." Their labors will likely terminate in a convention between Great Britain and the United States. Why the words, "called Portland Channel," should have been introduced has not so far been understood, neither can they be reconciled with Vancouver's survey (1793-4), on which the treaty was based, nor with the description of the southern portion of the boundary "from the southernmost point of Prince of Wales Island, from south to north."

The next reference on this question is a map of North America published in Paris, dated 1815, which shows the boundary between Great Britain and Russia was then understood to be the 56th degree of north latitude. A Russian atlas, published in 1849, places the boundary in Portland Canal, which it reaches by going east to Observatory Inlet and then north.

THE "BEAVER" AND "LABOUCHERE."—An extensive trade with Russia was subsequently carried on. In 1837, a strip along the Alaskan coast was leased by the Russian-American Fur Company to the Hudson Bay Company. This arrangement was not only to enable the Company to obtain furs, but also to enable them to supply the Russian with beef, butter, and other products and goods which were shipped from Fort Vancouver in large quantities. The steamer

Beaver was first employed in the trade. Afterwards the *Labouchere*, a much larger steamer, was required. Five well-armed sailing vessels were also engaged in this service. They ranged from one hundred to three hundred tons each.

TRADE WITH THE INTERIOR.—The former fur trade was also continued with the interior. It is surprising that such an enormous traffic could be maintained with the natives without the use of money. The North-West Company once established a paper currency. It soon depreciated, and eventually went out of use. At the Red River settlement the Hudson Bay Company circulated a paper currency in conjunction with silver, which continued to be used there until the Company transferred its territorial rights to the Dominion of Canada in 1869. It may interest the reader to know how the primitive trade was carried on.

NO MONEY REQUIRED.—A beaver skin was usually made the standard, and all other values, European merchandise as well as other skins, were measured by it. In 1733, near Hudson Bay, a native, for a full-grown beaver skin, could buy half a pound of beads, or one pound of Brazil tobacco, or a half pound of thread. A gallon of brandy cost four beaver skins; broadcloth, two beaver skins a yard; blankets, six beaver skins each; powder, one and a half pounds, and of shot five pounds for a beaver skin; and so on through a long list, the quantity of goods for a beaver skin varying according to remoteness and competition.

At the time and place last mentioned, three martens were counted as one beaver; one fox, one moose, two deer, one wolf, ten pounds of feathers, one black bear, were each equivalent to one beaver. At this time beaver skins were selling in London at five or six shillings a pound; marten, eight shillings each; otter, six shillings; bear, sixteen shillings; fox, from six to ten shillings; elk, seven shillings; deer, two shillings; wolf, fifteen shillings; and wolverine, eight shillings each.

A HUNDRED YEARS LATER we find a blanket worth ten beaver skins; a gun, twenty; a worsted belt, two; eighteen bullets, one beaver skin. The gun cost twenty-two shillings, and the twenty beaver skins were then worth in London, £32 10s. A gill of powder, costing one and a halfpenny, or a scalping knife costing fourpence, or a dozen brass buttons, were exchanged for one beaver skin worth £1 12s. 6d. An axe sold for three skins, a file for two, and a pair of pantaloons costing four dollars, for nine skins worth seventy dollars.

The evidence before the House of Commons in 1857, given by Dr. J. Rae, the Arctic explorer, who died 22nd July, 1893, says: "A blanket was four beavers, but if you got the value of it in musk-rats you would not have above a shilling or two profit, which would not cover the expense. Ten rats go for a beaver. Ten rats would sell in London, a few years ago, for about three shillings; they are higher now. The tariff is formed in a peculiar way, and necessarily so. The sums given for furs do not coincide with the value of the furs traded for with them, because the musk-rat or the less valuable furs are paid for at a higher rate. Were the Company to pay for the finer furs at the same rate, the Indians would hunt up the finer furs and destroy them off, as has been done all along the frontier, and we should then require to reduce the price for the musk-rat and the inferior furs, and the Indians would not hunt them at all."

CHAPTER XVI.

EXPLORATIONS AND FORT BUILDING.

SUNDRY EXPEDITIONS.—Amongst the expeditions which were made across the Rocky Mountains in the early days, that of Sir George Simpson, in 1828, is worthy of special mention. As resident governor of the Hudson Bay Company, he made frequent visits to the territory of Rupert's Land and the North-West, in order to examine into the condition of the several posts and superintend the affairs of the Company over which he presided.

On this occasion his journey was from Hudson Bay to the Pacific. Starting from York Factory, he ascended Hayes River, passing through what was known as the boat route to Lake Winnipeg, at the northern end of which is Norway House. Skirting the north shore of the lake, he passed to the Saskatchewan River, which he ascended to Cumberland House. From this point he went northward through the chain of lakes and streams until he reached Churchill River, which he followed to Methage Portage—the height of land. By Clearwater River he entered the Athabasca, following its waters to Athabasca Lake and Peace River. He ascended Peace River, passing through the main Rocky Mountain chain, and, with the aid of horses, crossed the plateau, a distance of eighty-three miles, to Fort St. James on the east of Stuart Lake.

Sir George Simpson was careful on all occasions to enter the forts he visited with his men clean and dressed in their best. He was accompanied by a piper, who also acted as his servant. At Fort St. James the same ceremony was observed ; a gun was fired, the bugle sounded, and the piper led the march. There was to be a meeting held here of the chief officers, among whom Chief Factor James Douglas (afterwards Sir James, governor of British Columbia) was present, and amid a discharge of small arms, went out to meet Sir George. Mr. Connolly, the chief of the Pacific Department, was also expected. He had not arrived. Shortly after the arrival of the governor, however, a canoe appeared on the lake, and in twenty minutes, amid a salute of firearms, Mr. Connolly entered the fort. Chief Factor Archibald MacDonald, in his journal, records the singular coincidence which then happened : "Sir George Simpson left Hudson Bay on July 12th ; Mr. Connolly, the Pacific on the 12th of the same month."

Kamloops and Fort Langley.—From Lake Stuart, Sir George Simpson passed along Stuart River and Fraser River to Fort Alexandria. Horses were taken at this place and the country crossed to Kamloops, a distance of 215 miles. At Kamloops, water navigation was resumed in a canoe with twelve men paddling. After passing through Lake Kamloops to its outlet, they entered the Lower Thompson, which they descended to its junction with the Fraser. From this point they reached tide water by nearly the same route as that which was explored by Simon Fraser twenty years earlier. They left Kamloops early on October 6th, 1828, and reached Fort Langley, on the Fraser, about twenty-five miles from its mouth, on the 10th, the distance being 264 miles.

From the Atlantic to the Pacific.—From York Factory, the whole journey occupied ninety days, of which sixteen were passed at the trading-posts ; consequently the whole time *en route* was seventy-four days. One remarkable feature of this journey was the short time in which it was made. Sir George was well known for his rapidity of movement. Ninety miles a day was no uncommon occurrence with him. The canoes would start at two o'clock in the morning, with rests for breakfast, dinner, and supper. The men paddled until a late hour, which the long days of the northern latitudes permitted, sometimes until eight or ten at night. The average

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distance was fifty miles a day. In some instances, seventy-five, eighty, and even over ninety miles were covered. The journey now recorded was made across the Continent from the tide water of the Atlantic to the Pacific. It was carried out without any of the accessories of modern locomotion, in so short a time that, if the facts were not sustained by indisputable evidence, the record might be considered an exaggeration.

A FORMER JOURNEY EAST.—It would appear from a work published by Alexander Ross, already mentioned, that Sir George Simpson had previously visited the Columbia. Mr. Ross states that in the spring of 1825, in company with Sir George, he set out on his return to Canada. The party followed the Columbia to the Great Bend, known as "Boat Encampment;" they ascended by the Athabasca Pass to a small lake, to which the name of the "Committee's Punch Bowl" was given. On reaching the main source of the Athabasca, they followed the course of that river to Fort Assiniboine; here they changed canoes for horses, and struck south-easterly across the country for Edmonton. At this post they remained two weeks. During their stay a grand ball was given in honor of Governor Simpson. The party left by a brigade of boats to float down the swift Saskatchewan. They halted at Fort Carlton and Cumberland House. At the latter place they found the Franklin advance party; farther down the river they met Captain Franklin and Dr. Richardson on their overland Arctic expedition. The travellers reached Lake Winnipeg and visited Norway House, then a place of considerable business and activity. There the traders, on their return from the posts of the Company—from Lake Superior on the south, the Rocky Mountains and New Caledonia on the west, and Mackenzie River on the north—annually collected the fruits of their labor to be despatched to York Factory on Hudson Bay.

DAVID DOUGLAS, THE BOTANIST.—Another distinguished traveller visited New Caledonia in 1825, namely, David Douglas, the celebrated botanist. He spent a number of years in the country, on the Pacific coast, extending from Oregon northwards. In 1824, Mr. Douglas started from England by sea, and reached Fort Vancouver in April, 1825. He is mentioned by Chief Trader John McLeod, as a fellow-traveller up the Columbia, in 1826. In that year he crossed the Rocky Mountains, reached Hudson Bay, where he met Sir John Franklin, and returned with him to England.

The Douglas Fir.—In the autumn of 1829, Mr. Douglas again sailed from England for the Pacific coast of North America. Between the date of his arrival and 1834, his explorations extended generally through the country drained by the Columbia and the Fraser Rivers. The last two years of his life were devoted to scientific examinations in British Columbia. In his travels through the country he obtained the knowledge of many plants, birds and mammals hitherto unknown. His discoveries include the "Douglas Fir," which will always bear his name. David Douglas was born at Scone, Perthshire, Scotland, in 1798. He was gored to death by a wild bull, in the Sandwich Islands, July 12th, 1834.

Robert Campbell.—The last of the explorers under the old *regime* was Robert Campbell, a native of Glenlyon, Scotland. He was the discoverer of the Pelly-Yukon, the largest river flowing into the Pacific from the American continent. He entered the service of the Hudson Bay Company in 1832. In 1834, he was transferred to the Mackenzie River district. In 1838, he established a trading-post at Dease Lake, one of the sources of the River Liard, an important tributary of Mackenzie River. On this occasion he passed over to Stickeen River, which flows into the Pacific near Fort Wrangel, now well known in connection with the "Cassiar" gold-fields of British Columbia.

Soon afterwards Mr. Campbell and several of his men left Dease Lake and crossed to the Stickeen River, and had descended it for some distance, when they fell in with a large party of coast Indians, who took them prisoners. They succeeded in escaping, and reached the Indian bridge, over which they crossed, chopping it down so as to prevent the Indians following them. A few weeks later some Indians crossed Dease Lake and along with other Indians belonging to that country attacked the post and pillaged it, and sent Mr. Campbell and his people out of the country. Within a few years after, he explored the main branch of the Liard River to its source, Lake Francis, where he established a post. He then pushed across the height of land and discovered the Pelly River, and established a post, calling it Pelly Banks.

In 1840, Campbell travelled up the northern branch of the Liard. Leaving Fort Halkett, on the latter river, in May, with seven men he ascended the branch several hundred miles into the mountains to a lake which he named Lake Francis; and some distance farther to a second lake, in about latitude 62° N., longitude 130° W., which he called Lake Finlayson. From this point he passed to the western slope, and in two days' travel he discovered a wide stream, which he styled the River Pelly.

In 1843, Mr. Campbell left Lake Francis, recrossed the mountain to Pelly River, which he descended for some distance. This river, discovered by him, proved to be identical with the Yukon, which flows into the Pacific far north. Three hundred miles from the sources of the Pelly, Fort Selkirk was established, and the river was explored by Campbell seven hundred miles to Fort Yukon, which was established in 1846 by J. Bell, of the Hudson Bay Company, 150 miles within the Alaska boundary. From Fort Yukon, situated almost directly on the Arctic circle and about longitude 145° W., Mr. Campbell ascended the River Porcupine to its eastern sources, and crossed the height of land to Peel River, a small tributary of the Mackenzie, not far from its outlet in the Arctic Ocean. Following the tributary to the main stream, he ascended Mackenzie River to Fort Simpson, his starting-point at the mouth of the Liard.

In 1848, he descended the Pelly by canoe to the junction of the Lewis River, from whence the river takes the name of Yukon. This was the first time a white man had been at the source of this river. In the following year he returned with a party of men and established a post at this junction which was named Fort Selkirk. This post was pillaged by the Chilcats in 1851. When Selkirk was pillaged, Mr. Campbell went with two of his men back by the way of Francis Lake and down the Liard to Fort Simpson and headquarters. When winter set in he started on snow-shoes and walked down to Fort Garry, about two thousand miles, and after spending two or three days there, continued his journey on foot to Red Wing, Minn., about forty miles below St. Paul.

Mr. CAMPBELL made a remarkable journey from the Yukon country to England, in 1852-3. He left White River, near the Alaskan boundary, on September 6th; ascended the Pelly to one of its sources; crossed the mountains to a branch of the Liard, which he followed to Fort Simpson, arriving October 21st. Winter having set in, he started on snow-shoes to make a journey to Crow Wing, on the Mississippi, extending over sixteen degrees of latitude and twenty-seven degrees of longitude. He had with him three men and a train of dogs; these were changed at the Hudson Bay posts on his route as he arrived at them. His course lay by Great Slave Lake, Lake Athabasca, Ile à la Crosse, Carlton House, Fort Pelly, Fort Garry, and Pembina. On March 13th, Mr. Campbell reached Crow Wing, where he obtained horses for the journey to Chicago.

From Chicago he started eastward and arrived at Montreal on April 1st, and such was his despatch that he was enabled to report himself in London, at the Hudson Bay House, on the 18th of that month. From his starting-point on the Pelly-Yukon, Mr. Campbell had made a continuous journey of 9,700 miles, nearly half of which was through an uninhabited wilderness, and of this distance some three thousand miles were passed over in the dead of winter and much of it walked on snow-shoes. In the annals of the Hudson Bay Company's service, long winter journeys, under circumstances similar to the one described, are not uncommon. Possibly the long tramps of the intrepid Dr. Rae, in 1851, and of Admiral Sir Leopold (then Commander McClinton) in 1853, both in connection with the "Franklin Search" expeditions, are to some extent comparable with them.

He returned to the Mackenzie River, and afterwards he took charge of the Athabasca district, and continued there until 1863, when he was appointed to the charge of Swan River. At this place he continued until he left the service in 1872, having been in the employ of the company forty years.

In 1880, he removed to Strathclair, in Manitoba, where he resided until his death, in the summer of 1894, at the advanced age of nearly ninety years. A writer in 1889 said: "Mr. Campbell is still living and enjoys excellent health on his ranch in Manitoba. His name comes close to the end, in a long list of active and undaunted men, who from the days of Mackenzie traversed the mountains and unknown wilds. It would be difficult to find their peers in courage and endurance in any service."

DR. DAWSON.

Dr. G. M. Dawson, in connection with the Geological Survey, in 1887 and '88, visited the field of Mr. Campbell's discoveries. He entered the interior from the Pacific coast by the River Stickeen, passed over to the Liard, and thence to the Pelly-Yukon. He returned by the River Lewis, to the Lynn Canal, on the coast. The journey proved exceedingly fatiguing and not a little perilous. His associates, Messrs. McConnell and Ogilvie, remained in the district to carry on astronomical observations and field explorations during the following winter and summer.

Sir James Douglas.—Reference has already been made to Factor James Douglas as having met and received Governor Simpson at Fort St. James in 1828. The important position which he (afterward Sir James Douglas) has occupied in the history of British Columbia, entitles him to a special notice. According to the best available authority, he was born at Demarara on the 14th August, 1803. His father was a scion of the noble Scotch family of Douglas, Earl of Angus, and had emigrated from Scotland to British Guiana a few years before the birth of James, who was left an orphan at an early age. The family soon after the mother's death returned to Lanark, Scotland, where the sons were educated.

SIR JAMES DOUGLAS.

When little more than twelve years of age, young Douglas accompanied an elder brother across the Atlantic, to push their fortunes in Canada. The rivalry between the Hudson Bay and the North-West Companies was at that time extremely keen. After a short interval in Montreal, engaged in office work, the lad was entered as an apprentice clerk in the service of the North-West Company. He formed one of a brigade to Fort William, on Lake Superior, to be placed under Chief Factor John McLoughlin.

Was an Apt Student.—In the discharge of the duties there required of him, he displayed great aptitude in learning, and with the short practice he formerly had in Montreal, became well acquainted with the French language. He possessed a bold and resolute spirit, and remarkable physical strength and powers of endurance. Those qualities were developed and strengthened, as he grew to manhood, by the character of the arduous and varied services in which he was engaged. He also soon began to display those rare intellectual qualities of prudence, determination and executive capacity, which were appreciated by his employer, and early marked him a born leader of men. His business faculties and the tact he exhibited in his intercourse with the Indians, secured his rapid advancement to posts of increased responsibility.

After the coalition of the companies, two young men, brothers of Douglas, in the same service, returned to Scotland, and wished James to return with them. The chief factor, however, who remained in the service, and was appointed to the command of the Columbia

Department, having taken a fancy to the young man, persuaded him to remain. McLoughlin wrote to the Company's directors in London for permission that Douglas should accompany him there, which request was granted.

EXPERIENCE IN NEW CALEDONIA.—Before crossing the Rocky Mountains, Douglas remained in the Athabasca district until 1824, when he went to Fort St. James, on Stuart Lake, in company with James Connolly. McLoughlin proceeded to Fort Vancouver. His object in leaving Douglas in the north was to give him an opportunity of becoming familiar, in the most minute detail, with the working of the machinery of the united companies. To this end it was necessary that he should have experience, and first of all in New Caledonia. From the warm friendship which existed between Mr. McLoughlin and Douglas, the latter had all the assistance and advice which it was possible to give him. He was already familiar with the ordinary branches of the business, and as an accountant had no superior in the service.

HE BUILDS FORT CONNOLLY.—Without delay, on his arrival at Fort St. James, he set himself to study the condition of the country, its geography, hydrography and topography, and the languages and characteristics of the various tribes of natives with whom he would have business dealings. During the four years which he remained in the interior of New Caledonia, he founded several forts. One of these was built in 1826, on Bear Lake, at the head of one of the branches of Skeena River, and named Fort Connolly, in honor of James Connolly, whose daughter, Nellie Connolly, a beautiful maiden of "sweet sixteen," young Douglas, along with his other duties, found time to "woo and win," and who in due time became his wife, and latterly Lady Douglas.

A TRAGEDY AT FORT ST. JAMES.—Whilst at Fort St. James, a tragedy was enacted in which Douglas acted a leading part. It is described in a book published in 1849, by John MacLean, who had been in the service of the Hudson Bay Company for twenty-five years. He states that the interpreter, named Waccan, informed him that when Fort St. James was under the command of Douglas, a native from Fraser Lake had murdered one of the Company's servants. The murderer concealed himself for some time, but no notice having been taken of the affair, he thought there was nothing to fear, and returned to his village. At length he was led by his evil genius to visit the Indian village at Stuart Lake. Douglas heard of his being there, and though he had but a weak garrison, determined that the blood of the white man should not be unavenged. The opportunity was favorable, as the Indians of the village were out on a hunting excursion, and the murderer was nearly alone. He proceeded to the camp, accompanied by two of his men, and "slew" the murderer.

INDIAN STRATAGEM.—On their return in the evening the Indians learned what had happened. A council was held, and it was decided that they should retaliate. Aware, however, that Douglas was on his guard, and that the gates were shut and could not be forced, they resolved to employ Indian stratagem. The old chief accordingly proceeded to the fort alone, and, knocking at the gate, desired to be admitted, which was permitted. He immediately stated the object of his visit, saying a deed had been done in their village which subjected himself and his people to a heavy responsibility to the relatives of the dead; that he feared the consequences, and hoped that a present would be made to satisfy them.

DOUGLAS OUTWITTED.—Continuing to converse thus calmly, Douglas was led to believe that the matter could easily be arranged. Another knock was now heard at the gate. "It is my brother," said the chief, "you may open the gate; he told me he intended to come and hear what you had to say on this business." The gate was opened, and in rushed the whole Nekasly tribe; the chief's brother at their head. The men of the fort were overpowered ere they had time to stand on their defence. Douglas, however, seized a wall-piece that was mounted in the hall, and was about to discharge it on the crowd that was pouring in upon him, when the chief seized him by the arms and held him fast.

THE INTERPRETER'S WIFE.—For an instant his life was in the utmost peril, surrounded by thirty or forty Indians; their knives drawn, and brandishing them over his head with frantic gestures, and calling out to the chief: "Shall we strike? shall we strike?" The chief hesitated; and at this critical moment the interpreter's wife stepped forward and, by her presence of mind, saved him and the establishment.

Observing one of the inferior chiefs, who had always professed the greatest friendship for the whites, standing in the crowd, she addressed herself to him, exclaiming: "What, you a friend of the whites, and not say a word in their behalf at such a time as this! Speak! you know the murderer deserved to die; according to your own laws the deed was just; it is blood for blood. The white men are not dogs, they love their kindred as well as you do; why should they not avenge their murdered." The moment the heroine's voice was heard the tumult subsided; her boldness struck the savages with awe. The chief she addressed, acting on her suggestion, interfered, and being seconded by the old chief, who had no serious intention of injuring the whites, was satisfied with showing them they were fairly in his power. Mr. Douglas and his men were set at liberty, and an amicable conference having taken place, the Indians departed much elated with the issue of their enterprise.

Hairbreadth Escapes.—The duties attached to the service in which Douglas was engaged in the northern interior were severe and often perilous. Once he was made captive by one of the tribes and detained for many weeks. After enduring severe hardships, he contrived at length to effect his escape, and succeeded in reaching one of the Company's forts in an exhausted condition. His reappearance was hailed with mingled delight and astonishment, for he had been given up for dead. His many hairbreadth escapes from death, aided by his coolness and courage, were often marvellous.

McLoughlin and Douglas.—In 1828 he was transferred to Fort Vancouver, that he might there render more immediate assistance to his friend Mr. McLoughlin, which the increasing requirements of the service demanded. In his new position he rose rapidly, and soon stood second only to his chief in all New Caledonia. At this place he had great advantages and abundance of time to become proficient in all the minutest details of the service—not in theory alone, but in practice. He revised and greatly improved the system of accounts, which required all the trading-posts on the Pacific to make annual returns to Fort Vancouver.

Made Chief Trader, Etc.—After being only a short time at Fort Vancouver, he was made chief trader (in 1830), and in 1833, was appointed chief factor; was, in fact, the chief agent for the whole region west of the Rocky Mountains. The greater portion of his time was now employed in selecting sites and superintending the establishment of trading establishments. Annual visits of inspection were made by him to the several stations in the interior and on the seaboard. It is recorded that "he was fast becoming famous for his geographical and practical knowledge." In proceedings connected with the Treaty of Washington, he was pronounced "one of the most enterprising and inquisitive of men, famous for his intimate acquaintance with every crevice on the coast."

Alaska Treaty.—With Factors McLoughlin and Ogden at Fort Vancouver, and Douglas, as counsellor, along with them, the business of the Company was in a flourishing condition. In 1839, preparations were made to proceed to Alaska to arrange a difficulty there with the Russian Government. The Anglo-Russian Treaty of 1825, already mentioned, provided for the free navigation of streams crossing Russian territory in their course from the British possessions to the ocean. Taking advantage of that proviso, the Hudson Bay Company had pushed forward their trading-posts to the Stickeen River. In 1833, they fitted out the brig *Dryad* for the purpose of establishing a permanent station on that river.

Russian Fur Company.—Information of these proceedings having been conveyed to Governor Wrangel, at Sitka, he notified the managers of the Russian Fur Company, at St. Petersburg, asking them to induce the Imperial Government to rescind the clause in the treaty under which the British Company encroached on Russian territory. As a further motive for this request, the governor reported that the British Company had violated the agreement to abstain from selling firearms and spirituous liquor to the natives. The Emperor granted the petition, and the British and United States Governments were notified of the fact. Both protested through their ministers at St. Petersburg, but in vain; the reply of the Russian foreign office being that the objectionable clause would terminate in the following year.

Russian Manœuvres.—Without waiting to be informed of the success or failure of his application, Baron Wrangel despatched two armed vessels to the mouth of the Stickeen River. There, on a small peninsula, a fortified station was established. The fort was built on the site of an Indian village, near the town of Wrangel. These warlike preparations were unknown to the officials of the Hudson Bay Company, and when the *Dryad* approached the mouth of the Stickeen, the men on deck were surprised by a puff of white smoke and a loud report from the densely wooded shore, followed by several shots from a vessels in the offing. The brig was at once put about, but anchored just out of range; whereupon a boat was sent from shore, carrying an officer who, in the name of the Governor of the Russian colonies and the Emperor of Russia, protested against the entrance of a British vessel into a river belonging to Russian territory. All appeals on the part of Hudson Bay Company's agents were ineffectual. They were informed that if they desired to save themselves, their property and their vessel, they must weigh anchor at once. After a brief delay, the *Dryad* sailed for Fort Vancouver.

CONVENTION IN 1839.—The authorities of the Hudson Bay Company lost no time in sending reports of this affair to London, accompanied with a statement that the loss incurred through this interference with their project amounted to £20,000 sterling. The British Government immediately demanded satisfaction from Russia, but the matter was not finally settled until 1839, when a convention met in London to settle the points of dispute between the two corporations, and in a few weeks solved difficulties which experienced diplomatists had failed to unravel in years. The claim of the Hudson Bay Company was waived on the condition that the Russian Company grant a lease to the former of all their continental territory lying between Cape Spencer and latitude 54° 40′. The annual rental was fixed at two thousand *land-otter* skins, and at the same time the Hudson Bay Company agreed to supply the Russian colony with a large quantity of provisions at moderate rates. The agreement gave satisfaction to both parties. At the end of the term first agreed on, the lease was renewed for a period of ten years, and twice afterwards for periods of four years.

AN ARMED FLEET.—Extensive farming operations and stock-raising were being carried on in Williamette valley by this time; settlements were also commenced at The Dalles, Walla Walla, Clearwater and Spokane. Trade and the coast service had so increased that five vessels were required for the traffic. They were: The bark *Columbia*, 310 tons, 6 guns and 24 men; the bark *Vancouver*, 324 tons, 6 guns, 24 men; ship *Nerid*, 283 tons, 10 guns, 26 men; schooner *Cadboro*, 71 tons, 4 guns, 12 men; and steamer *Beaver*, 109 tons, 5 guns, 26 men. The *Beaver* was the first steamer on the Pacific coast; built at Blackwall, London, in 1835; reached the Columbia River, round Cape Horn, as a sailing vessel, in 1836; had machinery fitted in, and was in Puget Sound in 1837. This fleet being armed and equipped for defence, constituted the Hudson Bay Company's navy.

SETTLERS ARRIVING.—New Caledonia and the Oregon region were as yet undivided, but the time had arrived when settlers from the east began to come in. The boundary question between the north and the south was agitated and discussed. The advent of settlers was a cause of uneasiness to the Hudson Bay Company. Although settlement was inimical to their interests as fur traders, they were powerless to prevent it. The chief factor, McLoughlin, being a man of humane disposition, befriended the immigrants in many instances, and was blamed for so doing by the directors of the Company in London. The incoming settlers to Oregon were of a class totally different from any McLoughlin had hitherto seen. Many of them were conscientious and honest. Most of them were pecuniarily irresponsible; too many were unreliable in their word, and some few were downright dishonest.

Bancroft Moralizes.—Moralizing on the character of the two great leaders, McLoughlin and Douglas, Bancroft says: "Douglas would satisfy the requirements of a merciless corporation better than McLoughlin; for McLoughlin's duty was always on the side of charity, while the charity of Douglas was made subservient to duty. In guile, McLoughlin was an infant; in everything covert or cunning he was unsophisticated. He had spent his life, or at least the greater part of it, among responsible men whose words were single, whose assurances signified something. They were business associates, business brethren, strict in their dealings, slower to promise than to perform. Thus the cold, keen world and the darkest side of humanity had remained hidden from him. He had not found it in the forest or the camp. In the singleness and noble purity of his soul, he could not but believe that most men were honest; he could not believe that men are as bad as they are, and he never regretted having befriended the unfortunate. To the end he was gentle and tolerant, though his sensitiveness to ingratitude and wrong was often manifest. . . . Neither Douglas nor McLoughlin ever did a base or ignoble act; and side by side, even as in life they were so often found, their names shall forever stand unsullied in the annals of the great North-West."

Farmers Brought Out.—For the encouragement and development of trade as well as to hold land convenient to the trading-posts, and to furnish supplies for the Russian Fur Company, the settlements formerly mentioned were opened. In 1839, English and Scotch farmers were brought from Canada, across the mountains, and placed in most favorable places. French-Canadians and half-breeds retiring from the service of the Company, were encouraged to settle on those lands, which could be had free of cost. In the vicinity of Fort Vancouver, the areas of agriculture were soon greatly enlarged, and grist mills erected for the several grades of flour required for the Russian-American trade. More sheep and cattle were being driven north from California, and swine from the Sandwich Islands were imported. They increased rapidly. The plains near Fort Nisqually were turned into sheep and cattle ranges, and the Puget Sound Agricultural Company was inaugurated. Hence, it was not long before wheat, flour, butter, pork and other articles in large quantities were ready for shipment to the Russian ports on the Alaskan coast and also on the Asiatic coast. Four barks, of eight hundred tons each, were built in London for the exportation of the Hudson Bay Company's produce.

THE BOUNDARY QUESTION.—In the midst of all this stir and extension of trade and traffic, the Company did not lose sight of the approach of the partition of the territory which was inevitably drawing nigh. The joint occupancy must cease; and to be safe, it was decided that another fort should be erected, to be used instead of Fort Vancouver, as headquarters of the Company if necessary. If the decision of the Governments should be that the international boundary would be the extension of that on the east of the Rocky Mountains, on the 49th parallel of latitude, it would then be necessary to have the location of the new fort north of that line, and also convenient to the sea-going trade, as well as to accommodate the trade of the interior. The Columbia River could no longer be used as the main artery of travel.

DOUGLAS PROCEEDS TO SITKA.—The island of Vancouver was chosen as the most suitable place, after careful examination by Mr. Douglas and others. Preparations were made to have the work proceeded with as soon as convenient. In the meantime, Mr. Douglas found it requisite to proceed north to Sitka in connection with the lease of a portion of Alaska from the Russians, to take possession of the trading post at Stickeen River, and the building of another post on the Taku River, all in Russian territory. A party was organized, leaving Fort Vancouver, to proceed overland to Puget Sound, where they were to take the steamer *Beaver*. Douglas, who had been made a chief factor in 1833, was the leader of the expedition.

A NOBLE ACT.—An incident occurred, as the party were fording the Nisqually River, which was then swollen (April, 1840). It is narrated by Bancroft, and illustrates the character of Douglas. He introduces the occurrence by the remark: "There is something sublime in that quality inherent in noble natures which cannot overlook a duty, even though its performance leads to death." It appears that Lassertes, the man foremost in crossing the river, was by some mishap swept from his horse, and carried some distance down the river. Just before reaching a drift of logs and *debris*, under and through which the furious water was surging, threatening instant destruction to any on whom it might once lay its grasp, he caught the end of a fallen tree and held to it as his only hope of life. Even to those accustomed to daily dangers, and to prompt, unflinching action whenever a comrade needed help, the position of Lassertes was so perilous, the destruction of whomsoever should attempt his rescue so probable, that the bravest of these brave men drew back appalled. The air and water were so icy cold that the limbs would be quickly benumbed, and probably render effort powerless. "Fear fell upon the company," says Douglas in his journal "Lassertes was every moment growing weaker. He was apparently a doomed man. The contagion weighed upon my own mind, and I confess with shame that I felt not that cheerful alacrity in rushing to the rescue as at other times." Douglas saw that if he did not make the attempt no one would. It were easy enough to hold back; to dally; to seek for means less venturesome than such extreme personal peril; that man's life was not worth half as much as his own; no blame could by any possibility ever be attached to him —let him go.

Douglas Rescues Lassertes.—Douglas could not do it. His nature was not formed that way. "Even then," he writes in his journal, "I could not allow a fellow-creature to perish without an effort to save him, while the inactivity of all present was an additional incentive to redouble my own exertions. With a sensation of dread, and almost hopeless of success, I pushed my horse with spur and whip nearly across the river, sprung into the water, and rushed towards the spot where the nearly exhausted sufferer was clinging, with his head above water, to a tree that had fallen into the river. Upon its trunk I dragged myself out on all fours, and great was our mutual joy when I seized him firmly by the collar, and with the aid of a canoe that arrived soon after, landed him safely on the bank, where a blazing fire soon restored warmth to both. And to my latest breath may I cherish the remembrance of Lassertes' providential rescue from a watery grave, as I could never otherwise have enjoyed tranquillity of mind"

Roderick Finlayson.—Attached to this party another historic name should be mentioned—that of Roderick Finlayson. In his autobiography he states that he was born in Ross-shire, Scotland, in 1818. His father held a sheep and stock farm. He left home at the age of nineteen, sailed from Glasgow in July, 1837, reaching New York after a passage of forty days. Through the influence of a relative he received an appointment as apprentice-clerk in the Hudson Bay Company. After a short time at the desk in the head office at Lachine, he was detailed to a station near Ottawa, where he remained during the winter of 1837-38.

RODERICK FINLAYSON.

Young Finlayson was next ordered to join a brigade in the spring of 1838, which consisted of four large canoes, with forty officers and men who were to proceed direct to the Columbia district, to take possession of a portion of the Russian territory which had been leased from the Russian Fur Company. He describes the route travelled *via* Lake of the Woods, Lake Winnipeg and Norway House. From Norway House they followed the Nelson River to York Factory. At the depot there they remained a fortnight, replenishing the stock and preparing for the western portion of the journey.

Arrived at Vancouver.—The party left York Factory under the command of Dr. John McLoughlin, then chief factor in charge of the Columbia district—calling at Norway House, Fort Carlton, Fort Pitt and Edmonton, on the Saskatchewan. At Fort Edmonton they left the boats and took horses across to Fort Assiniboine on the Athabasca River, where they again took boats and worked mostly by poling a steep ascent up the river to Jasper House; then again took horses to Boat Encampment, at the great bend of the Columbia River. Boats were here ready, and calling at the various stations along the Columbia River, the party arrived at Fort Vancouver in November.

In Charge of Mills.—Shortly after his arrival Finlayson was placed in charge of the grist and saw mill about five miles up the river from the fort, where he had a gang of twenty men to look after. From the saw mill were shipped lumber and spars to the Sandwich Islands. At this work he remained until the spring of 1840, when he was ordered to join the party under Chief Factor Douglas, who on going north at that time rescued the man Lassertes from drowning. At the head of Puget Sound they found the steamer *Beaver*, Captain McNeill, in waiting. On the way north they called at Fort Langley on Fraser River. That fort had recently been destroyed by fire, which was unfortunate, as a supply of salted provisions were expected to have been obtained there. Fort McLoughlin, at Milbank Sound, was visited, and also Fort Simpson, at each of which places furs, potatoes, cordwood, etc., were secured.

Fort Stickeen Taken Possession of.—From Fort Simpson they proceeded to the mouth of Stickeen River, where according to previous arrangement they received possession of the fort there, which was evacuated by the Russians on their arrival, and the British flag hoisted. After matters were all satisfactorily arranged, Factor Douglas left eighteen men and an officer in charge, and proceeded along with the rest of the party to Sitka. There they were most cordially received by the Russian governor, Etholin. A salute of nine guns was fired by the Russian vessels in the harbor, which, says Finlayson, "the *Beaver* returned in grand style."

Douglas at Sitka.—Factor Douglas remained at Sitka ten days, during which time he settled various matters relative to the future trade of the coast with the Russians and with the native tribes. When leaving for the gulf and River Taku, a parting salute was given and returned. A new fort was to be erected and a site selected on the Taku. After considerable searching a place was found about fifty miles up the river and a fort built, which was named Fort Durham in honor of Lord Durham, then Governor-General of Canada.

Fort Taku Built.—As soon as the new fort was put in a proper state of defence, with bastions, etc., a party consisting of eighteen men and two officers was placed in charge. Roderick Finlayson was second in command. Before leaving Taku River, the *Beaver*, with Factor Douglas, made several cruises to the neighboring inlets to examine and understand more thoroughly the position and temper of the natives, who were inclined to be troublesome. The *Beaver* then returned to Nisqually, calling at the various landing-places, and trading from the deck of the vessel, as was customary where no posts were established

Narrow Escape of Finlayson.—Roderick Finlayson describes the location of the new fort as being "as dismal a place as could possibly be imagined. The journal kept showed rain and snow for nine months out of the twelve. Trade was opened with the natives, but being fierce and treacherous, only one at a time was allowed to enter the gate of the fort. An incident occurred not long after the establishment of Fort Durham which might have terminated fatally with Finlayson. He relates that a few years previously, a vessel from Boston came to trade in the neighborhood, and had a quarrel with the natives, in which a large number of them were killed. According to the Indian law of revenge, the natives agreed among themselves to capture the fort and murder all the inmates. With this view a party of warriors one day arrived, and one of them partly forced his way through the gate, against the gate-keeper, who was a Kanaka, or Sandwich Islander. Finlayson came to assist, and succeeded in driving the Indian out, but in doing so was struck a heavy blow with a bludgeon by another Indian. In the heat of the affray Finlayson went outside the gate, and was immediately seized by a party of the savages who were hiding close by, and forced a distance from the gate. He called to his men inside to open blank cartridge to frighten them. In the meantime Finlayson managed to get his back against a tree, and drawing his pistols, kept them at bay until he gained the fort. For several days the fort was besieged, but the natives finding trade suspended came to a parley, when it was explained that the man whom they had injured was not a Boston man, and that they should pay an indemnity for the outrage. A large bundle of furs was brought and accepted. Peace was declared and trade resumed. Dr. Kennedy was in charge of the fort at the time when the *contretemps* took place.

The *Beaver* returned to Puget Sound, trading with the natives at the various villages *en route*. Factor Douglas was then of opinion that the business along the coast could be more profitably carried on by itinerant visits than by continuing the established forts. This view was apparently concurred in by Governor Simpson, who arrived at Fort Vancouver in August, 1841, on his memorable journey around the world, overland. The Governor-in-Chief of the Hudson Bay Company, in the work which describes the journey, gives a minute description of the tour, which partook of a visit of inspection of the trading-posts of the Company stationed along his route. Governor Simpson and party remained a week at Fort Vancouver before proceeding north to Sitka. Commodore Wilkes was then at the Fort in command of the United States exploring squadron.

CHAPTER XVII.

PARTICULARS OF THE JOURNEY.

Reference may be made here to Sir George Simpson's visit to British Columbia, in connection with his memorable journey round the world, in 1841-42. He left England on March 3rd, 1841, and, landing at Boston, made his way to Montreal. His outfit was completed at Lachine, the headquarters of the Hudson Bay Company in Canada. The expedition started from that village on 4th May; on the 16th of the month the party arrived at Sault Ste. Marie. After some detention by ice on Lake Superior, Sir George reached Thunder Bay, and ascended by the Kaministiqua to the height of land. He traversed the chain of lakes and rivers to the Lake of the Woods, and arrived at Fort Alexander, near the mouth of River Winnipeg, on June 8th. On the third day following, Sir George Simpson was at Fort Garry, having accomplished the journey of two thousand miles in thirty-eight days.

There was an ordinary trail from Fort Garry to Fort Edmonton. It passed from point to point across the prairie, and was used by the Red River carts for the transportation of merchandise. It was not always in good condition, but was easily followed along the banks of the Assiniboine to Fort Ellice, thence to Fort Carlton, Fort Pitt and Edmonton. On July 23rd, Sir George left Edmonton, taking a south-western course. He crossed Battle River, Red Deer River and Bow River. Ascending by a tributary of the latter, he gained the height of land at the Kananaskis Pass, in about 50° 30′ latitude. Descending a tributary of the Kootenay to the main river of that name, the party directed its course to Kulispelm Lake, the source of the Pend d'Oreille River, which was followed to the Columbia.

Reaching Fort Colville, Sir George writes: "Here terminated a long and laborious journey of nearly two thousand miles on horseback, across plains, mountains, rivers and forests. For six weeks and five days we had been constantly riding, or at least as constantly as the strength of our horses would allow, from early dawn to sunset, and we had, on an average, been in the saddle about seven hours and a half a day. From Red River to Edmonton, one day's work with another amounted to about fifty miles, but from Edmonton to Colville we, more generally than otherwise, fell short of forty."

From Fort Colville the Columbia was descended by canoe. The travellers passed the Company's post at Okanagan and reached Fort Vancouver.

INTERESTING VISITS.—Whilst at Fort Vancouver, Governor Simpson and party visited the Company's dairy, which was located on an island or delta, fifteen miles long by seven miles wide, formed by a branch of the Williamette River. At the dairy they found about a hundred milch cows, which were said to yield, on an average, about sixty pounds of butter each in a year. There were also two or three hundred cattle left, merely with a view to breeding, to roam about at will. They next crossed the River Columbia and ascended the Cowlitz River in a large bateau, with a crew of ten men. "The crew," Governor Simpson remarks, "was as curious a muster of races and languages as perhaps had ever congregated within the same compass in any part of the world. There were Iroquois, who spoke in their own tongue; a Cree half-breed, of French origin, who appeared to have borrowed his dialect from both his parents; a north Briton, who only understood the Gaelic of his native hills; Canadians who, of course, knew French; and Sandwich Islanders, who jabbered a medley of Chinook, English, and their own vernacular jargon. Add to all this that the passengers were natives of England, Scotland, Russia, Canada, and the Hudson Bay Company's territories, and you have the prettiest congress of nations, the nicest confusion of tongues that has ever taken place since the days of the Tower of Babel." He further remarks that when he "descended the Cowlitz in 1828, there was a large population along its banks; but since then the intermittent fever, which commenced its ravages in the following year, had left but few to mourn for those that fell."

PUGET SOUND FARMS.—At the landing-place, about sixty miles from Puget Sound, Mr. Douglas had procured horses from the Cowlitz farm, ten miles distant, ready to convey the party to Puget Sound. When this tract had been explored, a few years previously, the Company established two farms upon it, which were subsequently transferred to the Puget Sound Agricultural Association, formed under the Company's auspices, with a view to producing wheat, wool, hides and tallow for exportation. On the Cowlitz farm there were already about a thousand acres of land under the plough, besides a large dairy, an extensive park for horses, etc. The crops that season amounted to 8,000 or 9,000 bushels of wheat, 4,000 of oats, with due proportions of barley, potatoes, etc. The other farm was on the shores of Puget Sound; and as its soil was found better fitted for pasturage than tillage, it had been appropriated almost exclusively to the flocks and herds, so that then with only 200 acres of cultivated land, it possessed 6,000 sheep, 1,200 cattle, besides horses, pigs, etc.

North to Fort Simpson and Stickeen.—After a visit of about a week at Fort Vancouver, on the 6th of September, the party, including Factor Douglas, embarked at Nisqually on board the *Beaver* for Sitka. They took wood and water near Point Douglas, where there was a large camp of about a thousand savages, inhabitants of Vancouver Island, who, Governor Simpson states, periodically crossed the gulf to Fraser River for the purpose of fishing. A great number of canoes assisted in bringing over the wood and water from the shore. Some of the canoes were paddled entirely by young girls of remarkably interesting and comely appearance. The people offered salmon, potatoes, berries and shell-fish for sale. Continuing northward, the *Beaver* passed several villages, and was successful in trading. Before leaving the northern end of Vancouver Island, furs were secured to the value of about five hundred pounds sterling, consisting of martens, racoons, beavers, bears, lynxes, and both kinds of otters. They were paid for in blankets, tobacco, vermilion, files, knives, a small quantity of cloth, and two guns. The governor and party visited and inspected Fort McLoughlin, and passing through Milbank Sound, reached Fort Simpson in due time. This fort was originally built at the mouth of the Naas River. It was then a vast resort of Indians of various tribes, amounting to about fourteen thousand. Fort Stickeen was next reached, and the party warmly welcomed by Mr. McLoughlin, Jun. Between 4,000 and 5,000 Indians, young and old, were then depending on that fort for supplies. Fort Taku or "Fort Durham" was also visited. At this time the governor learned of Finlayson the difficulty with the Indians. The party remained there nearly four days weather-bound. Fully one-third of the population on that coast were then held as slaves by the tribes, having been taken in war, but some of them were born to continue in slavery. They were treated by their owners with the most wanton cruelty.

Welcome to Sitka.—On reaching Sitka harbor, the party found there five sailing vessels, ranging between two hundred and three hundred and fifty tons, besides a large bark in the offing in tow of a steamer, which proved to be the *Alexander*, from Ochotsk, bringing advices from Petersburg down to the end of April. Before coming to an anchor, an officer came off, conveying Governor Etholin's compliments and welcome. Salutes being exchanged, Governor Simpson and Mr. Douglas were accompanied by the officer to His Excellency's residence, situated on the top of a rock. They only paid a complimentary call, and returned to the steamer for the night.

VISIT OF GOVERNOR ETHOLIN.—Next morning, Governor Etholin, in full uniform, came on board in his gig, manned by six oars and a coxswain, and was received with a salute. After a short visit, he returned to the fort accompanied by Governor Simpson and Mr. Douglas—the fort and the *Beaver* exchanging salutes simultaneously. The visitors then had the honor of being introduced to Madame Etholin, a native of Helsingfors, in Finland. Says Governor Simpson, "this pretty and lady-like woman had come to this, her secluded home, from the farthest extremity of the Empire."

IMMENSE TRADE.—A very large trade was carried on between the Hudson Bay Company and the Russian-American Company, of which Sitka was the principal depot. At the time of Governor Simpson's visit, the operations of the Company were becoming more extensive than they had previously been. Their exclusive license had been extended for a further term of twenty years; the direction was about to be remodeled, and generally an improved order of things was in progress. The return of their trade is given at 10,000 fur seals, 1,000 seal-otters, 12,000 beaver, 2,500 land-otters, and 20,000 sea-horse teeth.

FUR SEALS.—Governor Simpson's remarks on the fur seal will doubtless be interesting at the present time. His views are sound and appropriate. He says:

> "Some twenty or thirty years ago (1810 or 1820), there was a most wasteful destruction of the fur seal, when young and old, male and female, were indiscriminately knocked on the head. This imprudence, as anyone might have expected, proved detrimental in two ways. The race was almost extirpated, and the market was glutted to such a degree, at the rate for some time of 200,000 skins a year, that the prices did not even pay the expenses of carriage. The Russians, however, have now adopted nearly the same plan as the Hudson Bay Company pursues in recruiting any of its exhausted districts, killing only a limited number of such males as have attained their full growth, on a plan peculiarly applicable to the fur seal, inasmuch as its habits render the system of husbanding the stock as easy and certain as that of destroying it.

"In the month of May, with something like the regularity of an almanac, the fur seals make their appearance at the island of St. Paul, one of the Aleutian group. Each old male brings a herd of females under his protection, varying in number, according to his size and strength; the weaker brethren are obliged to content themselves with half a dozen wives, while some of the sturdier and fiercer fellows preside over harems that are two hundred strong. From the date of their arrival in May to that of their departure in October, the whole of them are principally ashore on the beach. The females go down to the sea, once or twice a day; while the male, morning, noon and night, watches his charge with the utmost jealousy, postponing even the pleasures of eating and drinking and sleeping to the duty of keeping his favorites together.

"If any young gallant venture by stealth to approach any senior chief's bevy of beauties, he generally atones for his impudence with his life, being torn to pieces by the old fellow; and such of the fair ones as may have given the intruder any encouragement are pretty sure to catch it in the shape of some secondary punishment. The ladies are in the straw, about a fortnight after they arrive at St. Paul's; about two or three weeks afterwards, they lay the single foundation, being all that is necessary of next season's proceedings; and the remainder of their sojourn they devote exclusively to the rearing of their young.

"At last the whole band departs, no one knows whither. The mode of capture is this: at the proper time, the whole are driven like a flock of sheep, to the establishment, which is about a mile distant from the sea; and there the males of four years, with the exception of a few that are left to keep up the breed, are separated from the rest and killed. In the days of promiscuous massacre, such of the mothers as lost their pups would ever and anon return to the establishment, absolutely harrowing up the sympathies of the wives and daughters of the hunters, accustomed as they were to such scenes, with their doleful lamentations.

"The fur seal attains the age of fifteen or twenty years, but not more. The females do not bring forth young till they are five years old. The hunters have frequently marked their ears each season, and many of the animals have been notched this way ten times, but very few of them oftener. Under the present system the fur seals are increasing rapidly in number. Previously to its introduction, the annual hunts have dwindled down to three or four thousand. They have now gradually got up to thrice that amount, and they are likely soon to equal the full demand of the Russian market, not exceeding thirty thousand skins.

"Latterly the sea-otters have again begun to be more numerous on the north-west coast, between latitude 60° and 65° on the Aleutian and Kurile Islands, and on the shores of Kamschatka. To the south of the parallel of 60°, they have become pretty nearly extinct. In California in particular, where they were once extremely numerous, they were destroyed with unusual facility, inasmuch as they were generally found in the bay of San Francisco and other inlets, whereas to the northward they delighted in the most exposed situations so as to render the pursuit of them a service of danger.

"It was the lamented Cook, or rather his crews after his death, that introduced the sea-otter into the civilized world. Though from 1788 to 1795, the British shared in the fur trade which their countrymen thus opened, yet from the latter date to 1828, the Russians and the United States (Bostons) between them monopolized nearly the whole of it. Since 1828, however, the Hudson Bay Company came with energy on the coast; and now while the Russians confine themselves to their own territory, not a single United States vessel is engaged in the branch of commerce in question."

Teetotalism.—Another subject of importance occupied the attention of the governors, namely, the use of intoxicating liquors in trading with the Indians. The Russians had been in the habit of allowing it to be used as a medium of traffic. In the neighboring posts the Hudson Bay Company were in a manner obliged also to permit its use. It was suggested to Governor Etholin, and promptly acceded to by him, that on or before the last day of the year 1843, both companies should entirely abandon the practice of trading with the savages in spirituous liquors. They would have fixed an earlier limit, had it not been considered necessary that the establishments would meanwhile require to be strengthened, in order to provide against the possibility of any consequent outrages among the involuntary "teetotalers" of the coast.

Permission to Marry.—The party commenced their return trip to Fort Vancouver on September 13th, calling at Stickeen, where fourteen or fifteen of the employés there asked permission to take native wives. "Leave to accept the worthless bargains," says Governor Simpson, "was granted to all such as had the means of supporting a family. These matrimonial connections are a heavy tax on a post in consequence of the increased demand for provisions, but form, at the same time, a useful link between the traders and the savages." Calling at the various trading-posts along the route, and halting to trade at convenient places, the party reached Nisqually on the 18th of October.

Change of Headquarters.—Whilst at Fort Vancouver, during November and the latter part of October, there was ample time for the Governor-in-Chief and Chief Factors McLoughlin, Ogden and Douglas to discuss the affairs of the Company. It was then arranged to establish a new fort on the southern coast of Vancouver Island,

and make that headquarters instead of Fort Vancouver, should the boundary line be run on parallel 49° as was surmised. Douglas was instructed to make the requisite examination of the locality and complete the arrangements. The governor was fully acquainted with the details of the vast trade which had grown up to the west of the Rocky Mountains. He had visited the neighboring settlements, and saw the encroachments which the colonists from the east were making, and the changes which must take place in the fur trade by their advent.

FORT VANCOUVER DESCRIBED.—The Company's grand depot (Fort Vancouver) west of the Rocky Mountains, Governor Simpson describes as "situated about ninety miles from the sea, the Columbia in front of it being about one mile in width. Within an oblong enclosure of upwards of six hundred feet by two hundred, which is surrounded by pickets, there are contained several houses, stores, magazines, granaries, work-shops, etc., while the dwellings of the servants, the stables, the hospital, etc., form a little village on the outside of the walls. The people of the establishment, besides officers and native laborers, vary in number, according to the season of the year, from one hundred and thirty to two hundred. They consist of Canadians, Sandwich Islanders, Europeans and half-breeds, and among them are agriculturalists, voyagers, blacksmiths, tinsmiths, carpenters, masons, tailors, shoemakers, etc. Their weekly rations are usually twenty-one pounds of salted salmon and one bushel of potatoes for each man; and in addition to fish, also venison and wild fowl, with occasionally a little beef and pork.

THE RISING GENERATION.—"Most of the men are married to aboriginal or half-breed women; and the swarms of children in the little village already mentioned, present a strongly suggestive contrast with the scantiness of the rising generation in almost every native village on the Lower Columbia. Amid so large a population, the surgeon of the establishment finds ample employment; to the hospital, already mentioned, the most serious cases are removed, seldom exceeding eight or ten in number, and generally consisting of fevers, fractures and neglected syphilis.

LARGE FARMS IN 1841.—"The farm of Fort Vancouver contains upwards of twelve hundred acres under cultivation, which have this year (1841) produced four thousand bushels of wheat, three thousand five hundred of barley, oats and pease, and a very large quantity of potatoes and other vegetables. The wheat, which has yielded ten returns, is of very fine quality, weighing from 65 to 68½ lbs. per bushel. There are, moreover, fifteen hundred sheep, and between four and five hundred head of cattle."

WILLIAMETTE SETTLEMENT.—At the time of Governor Simpson's visit, the Williamette settlement extended from the Falls for a considerable distance up both banks of the stream, containing about a hundred and twenty farms, varying in size from a hundred to five hundred acres each. The produce that season was about thirty-five thousand bushels of excellent wheat, with due proportion of oats, barley, pease, potatoes, etc. The cattle were three thousand, the horses two thousand five hundred, and the hogs an indefinite multitude.

SUPPLIES FROM THE HUDSON BAY COMPANY.—The settlement was begun about the year 1839, under the auspices of the Hudson Bay Company, as a retreat for its retiring servants. These were principally French-Canadians, with their half-breed families; there were, in 1841, sixty-five new settlers from the United States, most of them with wives and children. The whole population, therefore, amounted to about five hundred souls, besides about a thousand natives of all ages, who had been domesticated as agricultural servants. Of wheat, the Company purchased from the settlers that year four thousand bushels; and from the Company every settler received his supplies of imported goods at prices not much higher than those paid by their own servants.

GOVERNOR SIMPSON RESUMES HIS JOURNEY.—On the 30th of November, Governor Simpson left Fort Vancouver to proceed on his journey around the world. The bark *Cowlitz* was in readiness to convey him first to California, then to the Sandwich Islands, and thence back to Sitka. From Sitka he was to sail for Russia in Europe, and to St. Petersburg and London. On embarking on the *Cowlitz*, Governor Simpson moralizing, says: "Hitherto I had, with few exceptions, traversed scenes which, to say nothing of their comparative barrenness of interest, were either in themselves familiar to me or differed only in degree from such as were so. But from Astoria my every step would impart the zest of novelty to objects essentially attractive and important. In California I had before me a fragment of the grandest of colonial empires; in the Sandwich Islands I was to contemplate the noblest of all triumphs, the slow but sure victory of the highest civilization over the lowest barbarism; and to Russia I looked forward with the peculiar feelings of an Englishman, as the only possible rival of his country in the extent and variety of moral and political influence."

CHAPTER XVIII.

FORT CAMOSUN (VICTORIA) SELECTED.

The New Site Decided.—Factor Douglas, in the early summer of 1842, made a careful preliminary survey of the southern end of Vancouver Island, and found that a more suitable place for the new fort could not be found on the coast. He reported favorably on the site and surroundings, including Esquimalt, which he said was one of the best harbors on the coast. The report was submitted by Douglas on his return to Fort Vancouver in July, and after due consideration by the factors and traders there assembled, it was decided to commence operations at that point as early as practicable the following spring.

The Sandwich Islands.—In the meantime Governor Simpson had completed his visit to the Sandwich Islands and left there for Sitka, where he arrived April 16th. He recounts his journey for the past five months from London, and says: "I have threaded my way round nearly half the globe, traversing about two hundred and twenty degrees of longitude and upwards of a hundred of latitude; and in this circuitous course I have spent more than a year, fully three-fourths on the land and barely one-fourth on the ocean."

Flags Half-mast.—As the vessel in which he was to proceed to Ochotsk would not sail for two or three weeks after the time expected, he determined to visit Forts Taku and Stickeen. On arriving at Fort Taku he noticed the two national flags—the Russian and the British—hoisted at half-mast high, and on landing was informed of the tragic end of Mr. John McLoughlin, jun., the gentleman recently in charge. On the night of the 20th, a dispute had arisen in the fort, while some of the men were in a state of intoxication. Several shots were fired, by one of which McLoughlin fell. The fort was thus deprived of its leader. There were about two thousand savages assembled near by, so the arrival of Governor Simpson at that time, with two vessels, was fortunate, as the garrison was in a state of insubordination. If the fort which the natives had proposed to attack had fallen, not only would the whites, twenty-two in number, have been destroyed, but the stock of ammunition and stores would have made the captors dangerous to the other establishments on the coast.

FUTURE GOOD BEHAVIOR.—A council was called, at which four leading chiefs appeared. An explanation of their intentions was demanded. They repudiated any design on the establishment on their own part; they admitted, however, that an attack on the fort had been recommended by some rash youths, but had been opposed by the older and wiser heads. Governor Simpson, while congratulating them on not having committed any overt act of hostility, pointed out that had they done so they would have been most severely punished, both by the Russians and by the Company. They promised that in future they would so conduct themselves that they and their people would not only merit the approbation of the Company, but would be security against any attacks on the part of the neighboring tribes.

AN INDIAN STABBED.—An Indian brawl was witnessed by the Russian governor and Governor Simpson from the fort in the village below, which resulted in one of the natives stabbing the other through the lungs with his dagger. About a thousand savages turned out with horrible yells to revenge the death. Governor Etholin, on the battery, endeavored in vain to appease the fury of the mob; happily, the approach of night prevented civil war. Next day two slaves were killed to atone for the death of the Indian who was slain.

NO MORE RUM.—As this scene of violence and the recent tragedy at Stickeen were clearly the result of drinking to intoxication, both Governor Etholin and Governor Simpson then determined, on behalf of their respective companies, to discontinue the use of intoxicating or spirituous liquors in trading with the natives. The agreement formerly alluded to was entered into to that effect, to come into operation at Sitka from the date of signature, and at every other post from the day on which it might become known. The treaty at Sitka was immediately put to the test. In order to drown all remains of former animosity, the savage combatants made application, as a matter of course, without delay for another supply of rum. No doubt the miserable creatures were greatly astonished to find that without their consent they had been made to take the pledge of total and perpetual abstinence. They retired in sullen silence, and doubtless many a grave council was held on the north-west coast to devise means of removing the obnoxious restriction. Governor Simpson left Sitka on the 9th of May for Ochotsk. The voyage occupied forty-four days.

The year 1843 is a semi-centennial mark in the history of British Columbia. In that year the Hudson Bay Company's fort, Camosun, afterwards named Victoria, was built, and formed the basis of the present capital of the Province. Just fifty years prior to that time, in 1793, Alexander Mackenzie led his memorable expedition across the Continent to the Pacific coast, by way of Peace River, through an unknown country amongst fierce savages who had never before seen a white man. The celebrated Captain Vancouver in that year completed some of his most important surveys on the north-west coast, a portion of which has since formed the basis of the Alaska boundary question. In 1893, the centenary of Sir Alexander Mackenzie's great achievement was celebrated in the city of Victoria, as already referred to, and his portrait painted and placed in the Pioneers' Hall, to be transferred to the Provincial Parliament Buildings now in course of erection. The Sir William Wallace Society, of Victoria, took a leading part in the centennial celebration and in having the portrait completed.

A GLIMPSE OF CAMOSUN.—It having been decided to locate a new fort on the southern end of Vancouver Island, an expedition of some fifteen men was ready on the 1st of March, 1843, to leave Fort Vancouver, under command of Factor Douglas. They remained at the Cowlitz farm and Nisqually for a week, obtaining supplies, which were placed on board the *Beaver*, which awaited them. They left for the north on the 13th, and anchored next day opposite that which is now the outer harbor. "The view landwards was enchanting. Before them lay a vast body of land upon which no white man then stood. Not a human habitation was in sight; not a beast, scarcely a bird. Even the gentle murmur of the voiceless wood was drowned by the gentle beating of the surf upon the shore. There was something specially charming, bewitching in the place. Though wholly natural, it did not seem so. It was not at all like pure art, but it was as though nature and art had combined to map and make one of the most pleasing prospects in the world.

THE ISLAND LANDWARDS.—"So park-like in appearance was the region round and back of the harbor that the European first landing would scarcely have manifested surprise had he encountered workmen, who, while subduing that which was evil or ungainly, were yet subordinating art to nature, and striving with their artificial changes still to preserve nature's beauties. The fertile vales, warm groves, and glassy slopes of the rolling plateau were intersected by serpentine ribbons of glistening water, and bound round by rocks as smooth and symmetrical as if placed there by design. These gave the ground a substantial air and a warning to the encroaching sea, as if progress had specially prepared the place and the foundations of civilization were there already laid.

The Olympian Heights Heavenwards.—"Never danced clearer, purer water in the sunlight than that which rippled in the coves and bays around; and the Olympian Heights from this standpoint, with the glistening water for a foreground and cloud-cut midway above their base, as they often are, seemed translated heavenwards. Never were mountains more aptly named than those by the early explorer Meares; and if there be anywhere a spot on which an American Jove might fitly hold his court, it is on these high, uplifted hills, their base resting on clouds, and their white tops bathed in celestial glory."

A Fortified Village.—The village of the natives—the Songhies—was not visible from the vessel at anchor. It was situated on the western side of the entrance to the harbor and about a mile distant. They also had a fortified place within stakes, enclosing an area of about one hundred and fifty feet square at the head of the harbor. This was to protect them from the fierce Cowichins, who had a habit of creeping down the strait stealthily in their canoes, entering villages at night, massacring the men and carrying the women and children into slavery.

First Salute.—Soon after the *Beaver* came to anchor, two canoes were seen. On the discharge of a cannon a swarm of savages appeared on the bank, confusedly moving hither and thither like the disturbed inhabitants of an ant-hill. No work was attempted to be done that day. The night passed quietly. The following morning a swarm of canoes surrounded the steamer.

Mr. Douglas set out early on the 15th of March to select a site for the fort and to procure timber for the building. On the shore directly opposite the anchorage, the trees were short, crooked and not at all suitable. He was anxious to secure straight cedar trees as being most desirable for pickets, being lighter and more durable under ground. These had to be brought from some distance.

Father Bolduc.—Along with the expedition, according to Bancroft, came a Jesuit missionary, J. B. Z. Bolduc, who claimed to have been the first priest to set foot on Vancouver Island. On the same day that Douglas landed, Father Bolduc accompanied him to where the savages had congregated up the channel. There, it is recorded by the historian, "the priest was immediately embraced by six hundred souls, which number swelled to twelve hundred before his departure. Men, women and children all must touch the hem of his garment, all must shake hands with him and absorb in their being some of that divine afflatus that flows from the Lord's anointed."

MASS WAS CELEBRATED on the 19th. A rustic chapel was improvised—a boat's awning serving as a canopy, with branches of fir trees enclosing the sides. A great gathering was there—Songhies, Clallams and Cowichins. On the 24th, Father Bolduc purchased a canoe, and was conveyed by Chief Tsilaltchach and ten warriors to Whidbey Island. Next day and the following day he is said to have shaken hands with over one thousand natives, chiefly Skagits. They erected for him a building as a church, twenty-five feet by twenty-eight, of logs which they cut within two days. The building was lined inside with mats and covered with cedar bark. On the 3rd of April the missionary left them, returning to Nisqually, naively remarking, "that, although the heathen hereabouts gladly received the Word, he was not sure they fully comprehended it; for when he attempted to reform their morals they straightway relapsed into indifference."

NATIVE HELPERS.—Factor Douglas having determined on a site, put his men to work, cutting and squaring timber, and six of them at digging a well. He explained to the natives, who had assembled in considerable numbers, "that he had come to build among them, and to bring them arms and implements, clothing and beautiful ornaments, which they might have for skins. Whereat they were greatly pleased, and eagerly pressed their assistance upon the fort-builders, who were glad to employ them at the rate of one blanket for every forty pickets they would bring. The pickets were to be twenty-two feet long and three feet in circumference. Axes were furnished, but to be returned."

MEN FROM THE NORTH.—Having commenced the new fort, Mr. Douglas went north on the *Beaver*, trading along the coast as he went, to close Forts Taku, Stickeen and McLoughlin. This he accomplished, taking Mr. Roderick Finlayson from Fort Simpson and replacing him by another officer; Fort Simpson was allowed to remain intact as the headquarters of the northern interior, which position it yet continues to hold. Mr. Charles Ross was in charge at Fort McLoughlin before it was abandoned, as above mentioned.

The Return Party, numbering about thirty-five, arrived from the north on the 1st of June, with the stores, etc., from the abandoned posts. Not much progress had been made in building since the departure of the *Beaver*. The stores were yet without shelter on the shore, but rapid progress was made after the reinforcements from the north. Buildings begun were soon completed, the goods were all landed and stored in them; the men protecting themselves the best way they could until other buildings were ready for their accommodation.

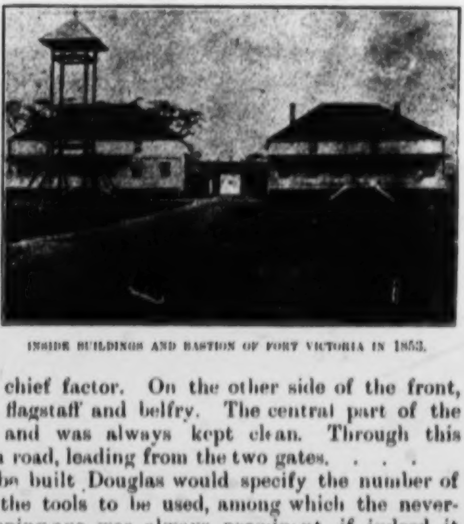
Arrival of Natives.—From the neighboring islands and along the coast, and from the mainland the natives flocked in to see the work which was being carried on. They camped near the new fort, and were all well armed; but, being without their wives and children, were looked upon with suspicion by the party engaged in building and were closely watched. The Hudson Bay Company's force then at Camosun numbered about fifty men, all trained to the use of arms and active, and constantly on their guard against surprises. The natives did not attempt any attack, but contented themselves with pilfering, which seemed to come natural to them.

Expeditious Work.—Three months after the arrival of the parties from the north, the stockade, with bastions at the angles, and store and dwelling-houses within, was completed. The schooner *Cadboro* arrived with supplies and goods from Fort Vancouver. Charles Ross, the senior officer in charge of Fort McLoughlin at the time of its abandonment, was placed in command, with Roderick Finlayson as second. Mr. Douglas announced the new establishment capable of self-defence, and departed with the *Beaver* and the *Cadboro* and their men in October, amid long and hearty cheers from those on shore.

The Winter Passed without any outbreak or hostilities. Unfinished work was proceeded with on the inside of the stockade, which was formed of cedar pickets eighteen feet above ground. The enclosure was 150 yards on each side, with two block-houses or bastions at the angles, and dwellings and store-houses within. The buildings within the fort proper were considered complete during 1844. This agrees with Mr. Finlayson's autobiography.

Description of the Fort.—James Deans describes the fort as he saw it in 1853 as follows: "The bastions were of hewn logs some thirty feet in height, and were connected by palisades about twenty feet high. Within the palisades were the stores, numbered from one to five, and a blacksmith's shop, besides dining-hall, cook-house and chapel. The ground, to the extent of an acre, was cleared and enclosed by a palisade forming a square. On the north and south corners was a tower containing six or eight pieces of ordnance each (Finlayson says, 9-pounders). The north tower served as a prison, the south one for firing salutes. In the centre of the east and west sides were main gateways, each having a little door to let people out or in after hours. On the right, entering by the front, or south gate, was a cottage in which was the post-office. It was kept by an officer of the Company, a Captain Sangster. Next in order was the smithy. Next and first on the south side, was a large storehouse, in which fish-oil, etc., were stowed away. Next came the carpenter's shop. Close to this was a large room, provided with bunks, for the Company's men to sleep in. Next and last on that side was a large building, a sort of barracks for new arrivals. Between this corner and the east gate were the chapel and chaplain's house. On the other side of the gate was a large building which served as a dining-room for the officers; adjoining this were the cook-house and pantry. On the fourth side was a double row of buildings for storing furs previous to shipment to England, and goods before taking their place in the trading-store. Behind these stores was a fire-proof building, used as a magazine for storing gunpowder. On the lower corner was another cottage, in which lived Finlayson and his family, who was then chief factor. On the other side of the front, or west, gate was the flagstaff and belfry. The central part of the enclosure was open, and was always kept clean. Through this enclosure ran the main road, leading from the two gates. . . .

THE SOUTH BASTION.



INSIDE BUILDINGS AND BASTION OF FORT VICTORIA IN 1853.

"If a fort was to be built Douglas would specify the number of men to be employed, the tools to be used, among which the never-failing Canadian chopping axe was always prominent, if indeed it was not the only one, if a few augers, saws and chisels be excepted. Finlayson had been the pupil of Douglas, as Douglas had been the pupil of McLoughlin. Under the influence of Douglas, Finlayson had imbibed similar ideas; so that when ordered to build Fort Camosun, without a single nail, he did it. Strange as it may appear, houses, palisades and bastions were erected without the use of one iron nail or spike, wooden pegs alone being employed."

The Very Best Men.—There is no doubt but the site of Fort Victoria was the best selection which could have been made on the coast, not only for fur-trading purposes, but for subsequent trade and commerce when the country became settled. A writer on the subject says: "The life of a fur trader or factor was one perpetual lesson in observation. To study well the country, its configuration and contents, was their daily occupation. Hence the location of the chief city of British Columbia was not, as has been so many times the case in city building, the result of accident. The very best place that the the very best men, after due deliberation and examination could find, was chosen, and in the enjoyment of the result of this sound judgment their descendants forever may call them blessed. Those to whom more immediate thanks are due are, James Douglas, John McLoughlin, Roderick Finlayson, John Work, Anderson, Tolmie and McNeill. Governor Simpson and the London management were only secondary as to their influence as to location. It was the chief factors and chief traders of the day who really determined matters."

Douglas and Dr McLoughlin.—The leading man among them was James Douglas. His colleague and former leader, McLoughlin, was now in his decline. He had been the leader in North-West affairs for about eighteen years; but on account of his favorable leanings towards outside settlers who were arriving, it was determined by the directors in London that he should retire. His mantle fell on Douglas.

Bancroft on Finlayson.—The officer in charge of the new fort, Charles Ross, died early in 1844. Finlayson, being next officer, was appointed chief in command. Speaking of him Bancroft says: "Though always a leading man in the Company and in the colony, he has not been so prominent as to have excited to any general extent jealousy or obloquy by reason of his position. Among business men, among those who have met him almost daily for a period of forty years, or are intimate with his course and character, he is pronounced a shrewd, practical, clear-headed Scotchman, who, though sometimes seeking office and assuming public duties, meddles little with his neighbor's affairs, but attends to his own business, and does it so well and thoroughly as usually to command success. Kind, honorable, and exceedingly courteous, showing himself by instinct a gentleman in the highest sense of that much misapplied word, he possesses neither the genius nor the weakness of McLoughlin, nor the chivalrous strength or the cold, calculating formality of Douglas. He is not wholly self-abandoned in his well-doing like the one, nor snow-capped, by reason of his moral or political elevation, like the other. Being not so great a man as either, his faults do not stand out so conspicuously."

Stock for the Island.—On the return trip of the *Beaver*, after landing Factor Douglas and party from the new fort, cattle and horses were brought from Nisqually. The cattle were chiefly of Mexican origin and were wild and unmanageable. When first turned loose from the steamer, with head and tail erect they darted hither and thither, then plunged into the thicket, and it was with no small difficulty that they were finally corralled and controlled. In due time, however, a sufficient number for hauling timber and farming purposes were subdued and brought under the yoke, and, when not at work, were turned out to graze along with the horses and other cattle.

Indians Object to Cattle.—This new method of having such work performed by animals, which, in the opinion of the savages, should be done by women, did not meet with their approval. In their way of thinking the women would become idle and lazy and too proud to work, consequently would so fall in value as materially to affect the comfort of those who might be in possession of six or ten wives; besides, this large, fat game, so easily caught, was very desirable. Their logic was convincing to themselves, although the white men had warned them, under penalty of severe displeasure, not to interfere with the civilized game.

Cowichins Help Themselves.—Temptation was too strong. A band of Cowichins, under Chief Tsoughilam, who had come down from the north on a plundering expedition, had encamped in the vicinity of the fort. They quietly helped themselves to some of the best of the work-oxen and lived sumptuously. The fort-builders having need of their cattle, found only the remains of their faithful assistants with traces of the carcasses having been conveyed to the Cowichin camp.

Finlayson despatched a message to the chief demanding delivery of the offenders or payment of the slain animals. The savage indignantly replied: "What, these animals yours! Did you make them. I consider them all the property of nature, and whatever nature sends me, that I slay and eat, asking no questions."

The messenger replied: "These cattle were brought from beyond the great sea; they belong to those who brought them, and unless you make proper restitution the gates of the fort will be closed against you." "Close your gates, if you like," shouted the chief in a great rage, "and I will batter them down. Close your gates, forsooth! Think you we did not live before the white man came? and think you we should die were he swept from these shores?"

Covetous Chiefs.—Tsoughilam made no idle threat. He calculated on assistance from the chieftains and their warriors in the neighborhood. Tsilaltchach, the greatest and bravest among the Songhies, had watched many days, with itching palms, the good things carried in behind the palisades, and would not scruple in the least to attempt to secure some of them. The Cowichin chief called a council, and in effect said to them: "Reptiles have crept hither; reptiles with strange stings, whom it were well to crush upon the spot, lest they should soon overspread the whole island. The reward of our work may be found behind the palisades."

Advocate Their Rights.—Tsilaltchach, the chief of the Songhies, next spoke and said: "We and our forefathers have lived in happiness upon this island for many ages before the existence of these strangers was known. We have eaten of the fruits of the earth, have bathed in the waters and in the sunshine, have hunted our forests unquestioned of any, and have fought away our enemies manfully. Is all now to be taken from us?"

Another brave sprang to his feet shouting: "We will meet this intruder as we have met those of the past. We can do without their trinkets, or, what is better, we can take them without asking." A deep grunt of applause went around the council, and war was declared.

Watch Kept.—From the messenger's report it was considered necessary that within the fort watch should be kept night and day to prevent surprise. After two days, a large force assembled round the fort to make the threatened attack. The bastions were manned. Soon amid savage yells and terrifying antics, a shower of musket bullets came rattling against the fort, riddling the stockade and rattling on the roofs of the houses. Finlayson ordered that not a shot was to be returned, though it was with the utmost difficulty he could restrain his men. The savages continued their fire for full half an hour, when seeing no prospect of surrender, they ceased firing to save their ammunition.

He Gave the Word.—Then the commander of the fort appeared on the parapet of the bastion, and beckoning the chief of the Cowichins to come within speaking distance, said: "What would you do? What folly, with your peppery guns, to think to demolish our stronghold? What evil would you bring upon yourselves? Know you not that with one motion of my finger I could blow you all into the bay? And I will do it, too. See your houses yonder!" And instantly, upon the word, a 9-pounder belched forth, with astounding noise, a large load of grape shot, tearing into splinters the cedar lodge at which it was pointed.

The Interpreter's Signal.—The astonished and affrighted savages ran howling towards their camp, from whence arose howls of despair from the women and children. No one was injured, however, as the terrified husbands and fathers supposed they were. Finlayson had no desire to hurt them, only to teach them a lesson. Before the parley, and while the bullets were falling thick around, he had formed the plan of training them without doing them injury. He ordered his interpreter to slip from the back gate and run to the camp, as if escaping from a foe, and on arriving at the chief's lodge, to warn the inmates to instant flight, as the fort was preparing to fire upon them, and to signal back to him by swinging a handkerchief when they had removed. Hence no damage was done, save the shivering to splinters of some pine slabs.

A Parley Requested.—Within an hour a deputation of the principal men of the attacking party appeared at the fort and requested a parley with the white chief. Finlayson told them they might come within the stockade, and as a guarantee of good faith he agreed to send out two of his men as hostages. The offer was accepted. It was fully explained to them how he could destroy them if he wished. To impress them, he showed them his men fully accoutred, his big guns and his little guns, and powder and balls, and knives and swords. He assured them he only wished to do them good; but he insisted that those who killed the oxen should be given up for punishment, or the cattle paid for. They preferred the latter alternative.

The Pipe of Peace Smoked.—Before nightfall they returned with furs to the full amount of the damages. The pipe of peace was then smoked, and promises of friendship exchanged. Thus the first battle on Vancouver Island, between the whites and the aborigines, was ended without bloodshed.

A Crack Shot.—Next day the natives were anxious to see the great gun tried again. Finlayson told them he would give them a sample of how he could destroy canoes, if they would place an old one on the water. This was no sooner done, and the cannon trained, than bang went the ball, and after smashing a hole in the boat, bounded along the surface of the water to the opposite shore. This increased their astonishment and respect for the white man's power.

Plunder Restored.—Not long after these extraordinary events in the eyes of the savages, a tribe from Whidbey Island came to Camosun to trade. Their business having been completed, they started for their boats with the goods. It so happened a feud existed between this tribe (the Skagits) and the Songhies of Camosun, so the latter fell upon the Skagits and stripped them of their purchases. The plundered party returned to the fort and told of their misfortune. Finlayson ordered immediate restoration of the stolen goods, which was at once complied with, and promises made of better behavior. By a judicious balance of power and a few friendly presents to the chiefs, Mr. Finlayson in a short time obtained their confidence and ultimately their respect.

Ships Direct to Victoria.—The next year after Finlayson was placed in full command, he turned his attention to the production of food. The demand for provisions to supply the Russian contract required all the spare time of the employés at the fort to produce them. The natives also assisted as laborers and herdsmen, and were paid at the same rate as whites for labor performed. Business was progressing smoothly. The new fort would certainly soon become the first depot of the Hudson Bay Company's goods on the Pacific coast. Outward-bound ships from England now had orders to sail direct for this port, and after landing here all the goods destined for the coast trade, to proceed to the Columbia with the remainder.

Goods via Cape Horn.—The first vessel to enter Victoria harbor direct from England was the *Vancouver*, in 1845. There were then three vessels in the Company's employ, between London and the north-west coast, the *Vancouver*, the *Cowlitz*, and the *Columbia*. These ships made yearly voyages, bringing supplies always twelve months in advance, which enabled the forts to have on hand from one to two years' supply. The coast trade was still to be confined to the coast tribes, but Victoria would soon become the distributing point instead of Fort Vancouver. At first a few goods had been brought over the mountains from eastern ports, but so difficult and expensive was that mode of transport that it was abandoned, and all supplies for the western slope were brought from England to Fort Vancouver, round Cape Horn. The inland trade continued to be supplied by the old route from Fort Vancouver, up the Columbia to Okanagan, Kamloops, and Fort St. James. A change had now taken place, especially as far as the coast supply was concerned.

Whalers.—Also, in 1845, a fleet of five United States whalers called at Fort Victoria for supplies—the name "Camosun" having been changed first to Fort Albert, and then to Fort Victoria. The whaling fleet continued to call at Fort Victoria until the port of San Francisco was established.

CHAPTER XIX.

THE TERRITORY TO BE DIVIDED.

Occupation in Common Must Cease.—Outside pressure was now being applied to bring on a division of Oregon territory, the ownership of which was still unsettled. It was evident, as settlers were arriving in considerable numbers from the United States and elsewhere, that the country could no longer be kept wholly as a game preserve. This partnership or occupation in common by the representatives of two powerful nations, in the very nature of things, must soon be dissolved. It was impossible to prevent settlement; it was not expedient, nor could it be expected that the officers and servants of the Hudson Bay Company would treat settlers as enemies, for they were, as a rule, just and humane men. But in sentiment and in policy, the subjects and citizens of the two powers were to some extent antagonistic. Still more so were the private interests of the fur company, who down nearly to the time under review had dominated the whole territory. They knew it was impossible to conduct a successful peltry business in the face of increasing settlement. Hence their wisdom in making provision in the dividing line, which might not shut out the Company from using the Columbia River as the principal channel of communication with the northern interior, as it formerly was.

Captain Gordon's Arrival.—Her Majesty's ship *America* arrived. This vessel was under command of the Hon. Captain John Gordon, brother of the Earl of Aberdeen, then Prime Minister of Britain. The object of the visit was to obtain information regarding the coast and the country to assist the British Government in settling the boundary question then pending. Mr. Finlayson was sent for and consulted. It was decided by Captain Gordon not to anchor in Esquimalt harbor, as he wished to send two of his officers to examine and report on Puget Sound, Fort Vancouver and the Columbia River country. They therefore sailed to Port Discovery, from which point Captain Parke, of the Marines, and Lieutenant Peel, son of Sir Robert Peel, were sent by way of the Cowlitz to the Columbia, the ship to remain at anchor in Port Discovery until their return.

He Sees the Country.—Captain Gordon, accompanied by Mr. Finlayson, recrossed the straits to Fort Victoria in the ship's long boat. He remained there for two weeks, until his officers returned from Fort Vancouver. Several excursions were made on horseback, hunting, and to examine the country. On one occasion, in the vicinity of Cedar Hill, Mr. Finlayson mentions in his autobiography, they fell in with a band of deer, which soon disappeared in a thicket, to the disappointment of Captain Gordon, who was a noted deer-stalker in Scotland. On their return to the fort through the partially open country, with the native grass as high as the horses' knees, Mr. Finlayson made the remark, "What a fine country this is!" to which the Captain replied, "he would not give one of the barren hills of Scotland for all he saw around him." Officers Parke and Peel returned from the Columbia, accompanied by James Douglas, and after a short delay, the *America* returned to England.

Royal Engineers.—The arrival of two Royal Engineers, Lieutenants Warre and Vavasour, at Fort Vancouver, required that Mr. Douglas should return there. These officers were commissioned by the British Government to make a special report on the resources and condition of the country. They travelled across the Rocky Mountains along with the annual express of the Hudson Bay Company from York Factory, which that year (1845) was in charge of Chief Factor Ogden. Their report was not very flattering to the country through which they had passed; indeed, from the waterways not much could be seen on which to base a very favorable report. Joseph W. McKay, who then had general supervision of the north coast establishments, and who was detailed to attend the British officers in their examination of the district, to take charge of baggage and provide animals, guides, etc., testifies that with regard to the Cowlitz district, and the region between the Columbia and the Straits of Fuca, they declared it should be held at all hazards.

"FIFTY-FOUR FORTY OR FIGHT."—At this time a cry was raised in the United States of "fifty-four forty or fight," which was interpreted to mean that if Great Britain did not yield peaceable possession of all the territory west of the Rocky Mountains, between the possessions of Mexico on the south and Russia on the north (by them said to be latitude 54° 40′), the United States would fight for it. This was a game of bluff, and most unreasonable, for in the negotiations of 1826, the United States plenipotentiaries proposed that the navigation of the Columbia should be made free to both parties, and conceding the entire left bank of the Columbia River as far as the 49th parallel, thereby giving up to them the exclusive possession of the Lewis and Clarke Rivers, and the intermediate territory.

STRONG LETTER FROM SIR RICHARD.—Sir Richard Pakenham, who was negotiator on behalf of Great Britain, says in a letter, September 12th, 1844: "It is believed that by this arrangement most ample justice would be done to the claims of the United States, on whatever ground advanced, with relation to the Oregon territory. As regards extent of territory, they would obtain, acre for acre, nearly half of the entire territory to be divided. As relates to the navigation of the principal river, they would enjoy a perfect equality of right with Great Britain; and with respect to harbors, Great Britain shows every disposition to consult their convenience in this particular. On the other hand, were Great Britain to abandon the line of the Columbia as a frontier, and to surrender the right to the navigation of that river, the prejudice occasioned to them by such an arrangement would, beyond all proportion, exceed the advantage accruing to the United States from the possession of a few more square miles of territory. It must be obvious to every impartial investigator of the subject, that in adhering to the line of the Columbia, Great Britain is not influenced by motives of ambition, with reference to the extension of territory, but by considerations of utility, not to say necessity, which cannot be lost sight of, and for which allowance ought to be made in an arrangement professing to be based on considerations of mutual convenience and advantage."

OTHER UNITED STATES CLAIMS.—The claims of the United States were based on the title of Spain to the north-west coast. The third article of the convention between the United States and Great Britain, in 1818, states "that any country that may be claimed by either party on the north-west coast of America, westward of the Stony (Rocky) Mountains, shall, together with its harbors, bays and creeks, and the navigation of all rivers within the same, be free and open, for the term of ten years from the date of the signature of the present convention, to the vessels, citizens and subjects of the two powers; it being well understood that this agreement is not to be construed to the prejudice of any claim which either of the two high contracting parties may have to any part of the said country; nor shall it be taken to affect the claims of any other power or state to any part of the said country, the only object of the high contracting parties in that respect being to prevent disputes and differences among themselves."

Great Britain's Arguments.—Afterwards the United States claimed: "The first discovery of the mouth of the River Columbia by Captain Gray, of Boston, in 1792; the first discovery of the sources of that river, and the exploration of its course to the sea, by Captains Lewis and Clarke, in 1805-6, and the establishment of the first posts and settlements in the territory in question." They also based claims on Fort Astoria, which were discussed along with the Spanish title at great length.

The arguments in support of the claim of Great Britain were: That the River Columbia was not first discovered by Gray in 1792, who had only entered its mouth; but that it was discovered in 1788 by Lieutenant (Captain) Meares, of the British navy; that in 1792-93, Vancouver or his officers explored the river for some distance from the mouth, and was the first to make a correct map of the coast, including Puget Sound; that the explorations of Lewis and Clarke, in 1805-6, were only of that portion of the Columbia west of the rivers named after them, not far from Walla Walla in latitude 46°, and could not be considered as confirming the claim of the United States, because, if not before, at least in the same and subsequent years, the British North-West Company had, by means of their agents, already established posts on the head waters or main branch of the river.

Oregon Boundary, 1827.—An attempt was made in 1827 to settle the boundary question. Great Britain was represented by Messrs. Huskisson and Addington. The following is a summary of the arguments they advanced:

"That Great Britain did not claim exclusive sovereignty over any portion of the territory on the Pacific, between the 42nd and 49th parallels of latitude. Her present claim, not in respect to any part, but to the whole, is limited to a right of joint occupancy in common with other states, leaving the right of exclusive dominion in abeyance; and her pretentions tend to the mere maintenance of her own rights, in resistance to the exclusive character of the pretentions of the United States.

CONVENTION OF 1790.—"That the rights of Great Britain are recorded and defined in the convention of 1790. They embrace the right to navigate the waters of those countries, to settle in and over any part of them, and to trade with the inhabitants and occupiers of the same. These rights have been peaceably exercised ever since the date of that convention; that is, for a period of nearly forty years. Under that convention, valuable British interests have grown up in these countries. It is admitted that the United States possess the same rights, although they have been exercised by them only in a single instance, at Astoria, the restitution of which, in 1818, was accompanied by express reservations of the claims of Great Britain to that territory; and that the titles to the territory in question, derived by the United States from Spain, amounted to nothing more than the rights secured to Spain equally with Great Britain by the Nootka Sound Convention of 1790.

UNITED STATES DORMANT SINCE 1813.—"That whilst, since the year 1813, the United States had not exercised any of the rights alluded to, the subjects of Great Britain have had for many years numerous settlements and trading-posts in the territory in question; several of these posts are on the tributary waters of the Columbia, several upon the main river, some to the northward and others to the southward of that river, and they navigate the Columbia as the sole channel for the conveyance of their produce to the British stations nearest to the sea, and for its shipment thence to Great Britain; and it is also by the Columbia and its tributary streams that these ports and settlements receive their annual supplies from Great Britain.

"That to the interests and establishments which British industry and enterprise have created, Great Britain owes protection; and both as regards settlement and freedom of trade and navigation, that protection will be given, with every intention not to infringe the co-ordinate rights of the United States, it being the desire of the British Government, so long as the joint occupancy continues, to regulate its own obligations by the same rules which govern the obligations of every other occupying party."

THE CONVENTION did not arrive at any definite settlement beyond ratifying the third article of the convention of 1818, already quoted, and further deciding that either of the high contracting parties, on giving twelve months' notice after 20th October, 1828, might annul and abrogate this convention. From that time until 1845-46 the

Hudson Bay Company continued to carry on their extensive and prosperous business, both in the interior of the territory from the far north to San Francisco, without any interference, except the advance of settlement from the east.

Oregon Treaty, Passed 15th June, 1846.—Notwithstanding all the arguments adduced by Great Britain, what is now known as the Oregon Treaty was inexplicably passed on the 15th of June, 1846. The first article provides as follows: "From the point on the 49th parallel of north latitude, where the boundary laid down in existing treaties and conventions between the United States and Great Britain terminates, the line of boundary between the territories of the United States and those of her Britannic Majesty shall be continued westward along the 49th parallel of north latitude, to the middle of the channel which separates the Continent from Vancouver Island, and thence southerly through the middle of the said channel, and of the Fuca Straits, to the Pacific Ocean. Provided, however, that the navigation of the whole said channel and straits, south of the 49th parallel of north latitude, remain free and open to both parties."

The second article provided for the free navigation of the Columbia River by the Hudson Bay Company and the British subjects trading with them, from the 49th parallel of north latitude to the ocean. The third article provided that the possessory rights of the Hudson Bay Company and all other British subjects, to the territory south of the said 49th parallel, should be respected.

War Vessels Arriving.—Some time elapsed before any attempt was made to carry out the terms of the treaty and to mark out the boundary line therein stipulated. To guard the interests of Great Britain on the northern coast, several vessels were ordered to proceed to Fort Victoria. They were the *Cormorant*, Captain Gordon, not the Earl of Aberdeen's brother, already mentioned, but another of the same name; the *Fisgard*, Captain Duntze; the *Constance*, Captain Courtney; the *Inconstant*, Captain Shepherd; and the surveying vessels *Herald*, Captain Kellett, and *Pandora*, Captain Wood. It so turned out that there was not the slightest necessity for the appearance of that fleet. The surveying vessels made a superficial survey of the Straits of Fuca and then sailed southward. The *Cormorant* was a steamship.

Correspondence was continued between the two governments, relative to the location of the boundary. Mr. Crompton, the then British minister at Washington, was instructed to propose that commissioners should be appointed for the purpose of carrying down such parts of the boundary line as should, on consultation, seem advisable. On the 13th of January, 1848, he wrote to Mr. Buchanan, Secretary of State, a letter setting forth the line from the Lake of the Woods, as running along the 49th parallel of latitude, and the ascertainment of that parallel on the surface of the ground being an operation of astronomical observation, could be accomplished with as much precision at a future time as at present.

MR. CROMPTON SAYS: "But between the Gulf of Georgia and the Straits of Fuca the line is less distinctly and accurately defined by the verbal description of the treaty by which it is established, and local circumstances render it probable that if this part of the line were not to be precisely determined, the uncertainty as to its course might give rise to disputes between British subjects and the citizens of the United States. It appears, therefore, to her Majesty's Government, that it would be wise to proceed forthwith to take measures for marking out that portion of the line of boundary.

"For this purpose, her Majesty's Government are of opinion that it might probably be sufficient that each Government should appoint a naval officer of scientific attainments and of conciliatory character, and that those officers should be directed to meet at a specified time and place, and should proceed in concert to lay down the above-mentioned portion of the boundary line.

"The first operation of these officers would be to determine with accuracy the point at which the 49th parallel of latitude strikes the eastern shore of the Gulf of Georgia, and to mark that point by a substantial monument. From that point they would have to carry the line along the 49th parallel of latitude, to the centre of the channel between Vancouver Island and the Continent; and this point, as it probably cannot be marked by any object to be permanently on the spot, should be ascertained by the intersection of the cross-bearings of natural or artificial landmarks.

"The two officers would then have to carry on the line down the centre of the channel, and down the centre of the Straits of Fuca to the ocean. And this water-line must, as it would seem, be determined also by a series of points, to be ascertained by the intersection of cross-bearings.

"But in regard to this portion of the boundary line, a preliminary question arises, which turns upon the interpretation of the treaty, rather than upon the result of local observation and survey. The convention of the 15th of June, 1846, declares that the line shall be drawn through the middle of the 'channel' which separates the Continent from Vancouver Island; and upon this may be asked, what the word 'channel' was intended to mean?

"Generally the word 'channel,' when employed in treaties, means a deep and navigable channel. In the present case, it is believed that only one channel, that, namely, which was laid down by Vancouver in his chart—has in this part of the gulf, been hitherto surveyed and used; and it seems natural to suppose that the negotiators of the Oregon convention, in employing the word 'channel,' had that particular channel in view.

"If this construction be mutually adopted, no preliminary difficulty will exist, and the commissioners will only have to ascertain the course of the line along the middle of that channel, and along the middle of the Straits of Fuca down to the sea.

"It is indeed to be wished that this arrangement should be agreed upon by the two governments, because otherwise much time might be wasted in surveying the various intricate channels formed by the numerous islets which lie between Vancouver Island and the mainland, and some difficulty might arise in deciding which of those channels ought to be adopted for the dividing boundary.

"The main channel, marked in Vancouver's map, is indeed somewhat nearer to the Continent than to Vancouver Island, and its adoption would leave on the British side of the line rather more of those small islets with which that part of the gulf is studded than would remain on the United States side. But these islets are of little or no value, and the only large and valuable island belonging to the group—namely, that called Whidbey's—would of course belong to the United States.

"This question being, as I have already said, one of interpretation rather than of local observation, it ought, in the opinion of her Majesty's Government, to be determined before the commissioners go out, which cannot be earlier than spring next year."

A Fair Proposition.—A draft copy of the instructions proposed by Great Britain to be given to the commissioners about to be appointed, was enclosed along with the foregoing letter. They accorded with the letter in every particular. It says: "That part of the channel of the Gulf of Georgia, which lies nearly midway between the 48th and 49th parallels of north latitude, appearing by Vancouver's chart to be obstructed by numerous islands, which seem to be separated from each other by small and intricate channels, as yet unexplored; it has, therefore, been mutually determined between the Governments of Great Britain and the United States, in order to avoid the difficulties which would probably attend the explorations of all those channels, that the line of boundary shall be drawn along the middle of the wide channel to the east of those islands, which is laid down by Vancouver and marked with soundings as the channel which had been explored and used by the officers under his command. You will find the line thus described traced in red, in the copy of Vancouver's chart hereunto annexed. It must accordingly be left to

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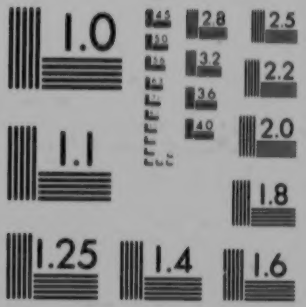
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MICROCOPY RESOLUTION TEST CHART
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the discretion of the commissioners to connect that part of the line, which, being drawn through that portion of the gulf free from islands, must pass exactly half way between Vancouver Island and the main; but the slight deviations of the boundary from the accurate midway which may for some short distance be required for this purpose cannot be of any material importance to either party."

Delayed until 1856.—The instructions given above should be looked upon as most fair, and shows that the British Government was willing to do everything possible to settle fairly the boundary question. It was delayed, however, until the year 1856, on the pretext that the legislature of the United States had not appropriated the sum necessary to defray the expenses of the work required to mark out the boundaries.

Hudson Bay Company's Business Undisturbed.—The passing of the Oregon Treaty did not at the time affect the general business of the Hudson Bay Company, which was then in a most flourishing condition. The fur trade had begun to fall off to the south of the Columbia River, owing to the influx of settlers. The natives in that direction were becoming somewhat dangerous. They were imbued with a dislike to the "Boston men," as they termed the United States people, but continued to have confidence in the Hudson Bay Company's men, whom they termed "King George men." The Russian trade was increasing. Along the coast and in the interior of the vast domain, untouched by the treaty, everything went on as usual.

Flourishing at Victoria.—Under Finlayson's careful management the new fort at Victoria was giving an excellent account of itself. In little more than three years after its commencement, there were 160 acres of land under cultivation, on which were grown wheat, oats, potatoes, carrots, turnips, and other vegetables. The natives became well disposed and turned in to assist to clear land and perform agricultural work. They were paid according to their work, at the same rate as white laborers. Two extensive dairies, each having seventy cows, were established at the new fort. The cows yielded during the season seventy pounds of butter each.

Excellent Crops.—It is recorded that "in 1847, on the flat where now run the most prominent business streets, where stand the banks, the post-office, and the principal business houses; three hundred acres were cleared and under cultivation. The land was rich, producing fine pease and potatoes, and of wheat forty bushels to the acre. The most of the produce was sent to Sitka. Five thousand bushels of wheat, and large quantities of beef and mutton were shipped from Victoria harbor that year in two Russian vessels. Payment for this produce was made with bills of exchange on St. Petersburg. A portion of the cargo of those two Russian vessels was brought from Fort Langley in small boats.

Encouraging Directions.—Paul Kane, a somewhat celebrated artist and painter, visited this section of the country in 1846-47. Mr. Kane had studied art in Europe, and returned to Canada with the determination to devote his time and talents to the completion of a series of paintings illustrative of Indian life and character. After an interview on the subject with Sir George Simpson, governor of the Hudson Bay Company, who entered cordially into the project, and gave directions to the Company's officers to facilitate the artist's movements in every way, he set out from Toronto in May, 1846, his design being, whenever an opportunity offered, to make portraits of the principal chiefs in their native dress, and characteristically to represent on canvas the Indian tribes and scenery of the almost unknown country.

On reaching Lake Superior, Mr. Kane joined a brigade of the Hudson Bay Company, and by way of the Red River settlement, he passed to Lake Winnipeg, and by the Saskatchewan River to Edmonton. Early in October he left Edmonton, passing by way of Fort Assiniboine to Jasper House, thence he crossed the mountains by the Athabaska Pass, reaching the Columbia River down which he made a rapid voyage of fifteen days to Fort Vancouver, where he arrived on the 8th of December. In a volume published in 1859, entitled "Wanderings of an Artist among the Indians of North America, from Canada to Vancouver Island and Oregon," it is mentioned that Fort Vancouver, on his visit, contained two chief factors, ten clerks and two hundred voyageurs, and that the fort was further enlivened by the presence of H. M. S. *Modeste*, which had been on the station for two years.

Paul Kane's Wanderings.—The artist remained at Fort Vancouver until the beginning of January, when he proceeded southward some distance up the Williamette. He then found his way northward to Puget Sound and Vancouver Island. Here among various Indian tribes, he spent the summer of 1847. In the autumn he returned by the River Columbia, and reached Edmonton in December, meeting with great hardship and much suffering on the journey, owing to the lateness of the season. At Cumberland House he met Sir John

Richardson and Dr. Rae on their way to Mackenzie River in search of Sir John Franklin. He reached Toronto, October, 1848. Mr. Sandford Fleming states, in a paper read before the Royal Society of Canada, 1889, that some of Mr. Kane's paintings are to be seen at the Speaker's residence in the House of Commons, Ottawa; the greater number of them are in the private collection of Senator Allan, Toronto.

Dr. McLoughlin Retires.—James Douglas was then the chief factor of the entire territory west of the Rocky Mountains. Dr. McLoughlin had retired from the service in 1845, and with his family went to Oregon city to reside. His wife was the widow of Alexander McKay, already referred to as being the associate of Alexander Mackenzie in his exploratory trip to the Pacific coast in 1793, and who lost his life in the massacre on board the *Tonquin* in 1811. The new fort was found to be most convenient. It drew trade from all directions. Preparations were under way for removing headquarters from Fort Vancouver to Fort Victoria, as all the forts and trading-posts and farms south of latitude forty-nine and north of the boundary line must, under the treaty, be abandoned and transferred.

Hudson Bay Company Indemnified.—This only caused a certain amount of inconvenience to the Company, but not much actual loss, as their possessory rights were assessed and paid for in full by the United States Government, and the use of the illimitable north remained with them as before. New channels of communication with the interior, however, were required to connect with Fort Victoria instead of the Columbia, which would be of no service south of the boundary after the business of the Company was withdrawn.

A. C. ANDERSON.

A Road Survey.—To open up the country by way of Fort Langley and the Fraser River, the work of exploration was at once commenced. Early in 1846, Mr. A. C. Anderson, who then had charge of Fort Alexandria (the next fort on the Fraser north of Langley), set out with five men to survey the country from Fort Kamloops to Fort Langley. His downward journey was not very successful; but he was more fortunate on his return, and secured a route which was adopted from Langley by the way of the Quequealla River (at the mouth of which the town of Hope now stands) and Lake Nicola to Kamloops, from whence the trails to the interior were tolerably well known. He made another survey in 1847, but without further success; his route of the previous year afterwards became, in the main, the waggon-road to the south-eastern interior.

Natives Opposed to New Route.—Although not openly displayed, Anderson's explorations met with a considerable amount of hostility from the Indians; but their attempts to misguide and mislead him were not sufficient to overcome his determination to succeed, and, assisted as he was by the fidelity of the native servants by whom he was accompanied, he was enabled to defeat their plans and secure the required route. Mr. Anderson was a most efficient officer, and performed his duties faithfully to the Company until 1854, when he retired from active service on two years' retiring furlough in addition to the usual retiring interest, which continued for seven years subsequently.

A Native of Calcutta.—Seeing that Alex. Caulfield Anderson's services in New Caledonia refer to important topics and over an extended period, connected with the history of British Columbia, it may not be out of place to give a short sketch of his career. He was a native of Calcutta, educated in England. Having entered the Hudson Bay Company's service in 1831, at the age of seventeen, he reached Fort Vancouver in 1832. After assisting in the founding of the trading-posts at Milbank Sound and on the Stickeen, he was appointed in 1835 to Mr. Ogden's district of New Caledonia, arriving at Fort George in September. He was then despatched with a party by way of Yellow Head Pass to Jasper House to meet the Columbia brigade, and bring back goods for the New Caledonia district. Two months afterwards he was appointed to the charge of Fort Alexandria on the lower end of the Fraser River, his first independent command.

In the autumn of 1839 he was removed to Fort George, and in the spring of 1840, accompanied the outgoing brigade to Fort Vancouver. In the summer of the same year he was appointed to the charge of Fort Nisqually. In the autumn of 1841, Mr. Anderson left Nisqually and passed the winter at Fort Vancouver. Next spring he went with the express to York Factory, returned in October to Fort Alexandria, where he again took charge and remained till 1848, having meanwhile been promoted. In 1848 he succeeded Chief Factor John Lees in the Colville district. He remained at Fort Colville, making annual trips with supplies and bringing out furs to Fort Langley until 1851, when he went to Fort Vancouver as assistant to Mr. Ballenden, and succeeded temporarily to the superintendency till 1854, when he retired from the Company's service.

Soon after leaving the Company's service Mr. Anderson married Miss Birnie. In 1858, he went to Victoria to inquire into the gold discoveries. Governor Douglas urged him to accept office and bring his family from the country which he did, and resided at Rosebank, Saanich, near Victoria. In order to afford accommodation for the transport of goods to the newly discovered gold diggings, he recommended and directed the opening of a road from the head of Harrison Lake by way of Lake Anderson, where Lillooet was afterward located. Five hundred miners were employed on the work, and the road then constructed was used for the transport of all supplies, until the road along the Fraser was made.

High Duties.—It was found after the passing of the Oregon Treaty that the duties on foreign goods arriving at Fort Vancouver was so high that business could not be carried on there as usual. That although British subjects had the same rights as subjects of the United States to navigate the Columbia, that right did not permit the Hudson Bay Company to import goods except on payment of duty to the United States Customs for any merchandise which might be sold in Oregon. Orders were therefore sent to officers in charge of interior posts to open modes of communication from all points to Fort Langley, where supplies from headquarters would be sent to the several districts. Fort Victoria was to take the place of Fort Vancouver as a distributing and shipping post.

These changes and the increased shipping added to the importance of Fort Victoria and Mr. Finlayson's duties. Farming operations in the neighborhood of the fort were carried on extensively. The war vessels and merchantmen were supplied with all the beef and vegetables they required. Beef was sold to them at eight cents per pound, and flour and vegetables proportionately cheap. A grist and a saw mill were erected at the upper end of Esquimalt harbor to supply flour and lumber.

Supplies for California.—The discovery of gold in California in 1848 also brought a large trade to Victoria. The miners discovered that supplies were plentiful at Victoria, whilst at San Francisco such goods as they most required were of limited supply and sold at extravagant prices ; hence a large number of them came to Victoria. Mr. Finlayson, in his autobiography, refers to this, and says: "Early in 1849 a vessel appeared in the harbor, the crew of which wore red flannel shirts. When they landed we took them to be pirates. I ordered the men to the guns, manned the bastions and made ready for defence. A few of the men approached the gate and informed me they were peaceable traders, come from San Francisco with gold which they would give in exchange for goods, as this was, they were told, the only station on the northern coast where they could get the goods they wanted.

GOLD NUGGETS.—"Having satisfied myself that they were what they represented themselves to be, I gave them permission to enter. They informed me that the previous year gold had been discovered in California in large quantities, and that they had brought nuggets to give for goods. They produced several of these, the value of which, at first sight, I felt doubtful, but brought one of them over to the blacksmith's shop and asked him and his assistant to hammer it on the anvil. This they did, and flattened it out satisfactorily. I next referred to my book on minerals, and concluded that the specimens were genuine. I then offered them $11.00 per ounce for their gold, which they took without a murmur. I then mentioned my prices, to which they did not object. I felt somewhat doubtful, but concluded to accept the gold, and the trade went on. They took in exchange such goods as were not often required in our trade—old iron pots, sea boots, blankets, baize, etc., etc., for which I received satisfactory prices. A considerable sum was thus traded for the nuggets; but being doubtful as to the value I placed on the gold, I despatched a boat with a crew of eight men to Puget Sound and thence to the head depôt at Vancouver, with specimens of my trade, and asking whether I was right or wrong. The answer was, that I was right, and that more goods would be sent me to carry on the trade. Afterwards several other vessels came with the same object and more gold. The effect was that soon our operations became considerably disarranged by numbers of our men leaving us for the California diggings, including the sailors from our ships. We had to increase their pay to induce them to remain, and had to employ Indians to replace the sailors on the ships and the laborers on land."

REMOVAL OF FACTOR DOUGLAS AND FAMILY.—Mr. Finlayson continues: "The same year, 1849, the late Sir James Douglas, then Chief Factor Douglas, removed with his family from the depôt on the Columbia River to this place, as by this time the principal business of the department was carried on here. I was relieved of the onerous duties I had to perform since the building of the fort. Mr. Douglas having taken the superintendence in hand, I was placed in the office as head accountant, which I held until the year 1862."

First Notice Received.—Mr. A. C. Anderson, writing, says: "It was at Fort Colville, in 1848, that I first got notice of the discovery of gold in California, in a private letter from Mr. Douglas, who had just returned from a trip to the Sandwich Islands. Little excitement, however, arose from this communication on the part of anyone; and, in fact, Mr. Douglas himself seemed half incredulous of the report. A few months, however, served to dissipate this belief, and before the autumn of 1849, the whole country was ablaze. I myself felt fearful, on my return from Langley, in August of that year, lest every man should leave me. By prudent management, however, and possessing, I flatter myself, the confidence of my men, I contrived to confirm them in their allegiance, and retained their services until their contracts were fully expired, a period of some two years. In this respect I was exceptionally fortunate, for while my men, some thirty in number, adhered to me faithfully, the other ports lower down the river, including Fort Vancouver, in which about one hundred and fifty men had been stationed, were almost deserted, and Indian laborers were hired to supply the deficiency.

Great Excitement.—"It is almost impossible to realize to the mind the intense excitement which at times prevailed. Gold appeared to be almost, as it were, a drug on the market, and more than one of the French-Canadian servants who had left Vancouver under the circumstances mentioned, returned the following spring with accumulations varying from $30,000 to $40,000. It is needless, however, to add that the large amounts of treasure thus collected with so much facility, united with the habits of extravagance which the unexpected possession of wealth engendered, speedily disappeared. The men who had thus dissipated their possessions, sanguine of their capacity to replace them with equal facility as before, returned to California only to find that the field of their operations was fully occupied by others, who in the meantime had flocked in, and that their chance was gone."

Coal Discovered.—Another important discovery was brought prominently forward on Vancouver Island in 1849. It is related that in December of that year, Joseph W. Mackay, while engaged in the Company's office in Fort Victoria, was called aside by the foreman of the blacksmith's shop, who informed him that an old Nanaimo chief, from the vicinity of what was then called Protection Island, had entered the shop a short time previous to have his gun repaired. Whilst waiting and watching operations, he noticed the men replenishing the fire with coal. Picking up some of the lumps he examined them closely, and finally remarked that there was plenty of such stone where he lived. Proceeding to the shop, Mackay entered into conversation with the Indian, who repeated what he had said to the blacksmith, giving further particulars with more exactness. Mackay then said if he would bring him some pieces of the stuff, he should have a bottle of rum and his gun repaired free. The offer was accepted.

Tested at the Forge.—"The Indian departed, and as nothing further was heard of the matter for some time, it was supposed the old chief had forgotten his promise. But not so. He had been laid up with illness during winter. One day early in April he appeared in Victoria with his canoe well loaded with coal. It was tested at the forge by the smith and pronounced of excellent quality. Mackay fulfilled his promise by presenting the bottle of rum to the trusty old chieftain. A prospecting party was at once fitted out, and Mackay, placing himself at the head of it, landed near where the city of Nanaimo now stands. On his return to Victoria, Mackay made a favorable report. It was forthwith determined to turn to practical account this new discovery, but owing to other business the mine was neglected for the time being."

Forts Langley and Yale.—Fort Langley was the only station occupied by white men on the Fraser, below Fort Alexandria, a distance of about three hundred miles, until the establishment of Fort Yale in 1848. It was so named after James Murray Yale, then in charge of Fort Langley, who entered the Company's service in 1815, when a boy, and who in after life became one of their best officers. The new fort was erected to facilitate the transfer of supplies and furs over the new route about to be opened, connecting the seaboard with the interior east and north. The difficulties experienced on the first trip to and from Fort Yale, determined Douglas to establish another on the east bank of the Fraser, a short distance below Yale at the mouth of the Coquihalla River, to be named Hope.

A Disastrous Trip.—The first party on the new road to Yale consisted of three brigades, namely, one from New Caledonia, Thompson River and Colville, respectively. After due preparation they set out with fifty men and four hundred horses, under the command of Donald Manson, of New Caledonia, he being the senior officer present—Anderson, in charge of the Colville district, being second. On a new trail, with so many horses, many of them unbroken, the difficulties may be imagined. Fort Yale was reached. The horses were left there and the party quickly passed on to Langley. The return journey by the same route was, if possible, more disastrous than had been the downward trip. The merchandise carried back was more bulky and perishable than their former cargo, and not only a large percentage of the property was destroyed, but many of the horses were lost.

THE OLD ROUTE CONDEMNED.—Fort Hope was therefore built to be used for next year's brigade. The route partially explored in 1846 was more fully examined, and with certain changes was recommended and adopted. The route over which they had just passed was condemned, as a portion of it had to pass through a host of barbarians, which congregate during the summer season at the fisheries. The report of Donald Manson and John Tod, of Kamloops, said: "The risks of sacrificing both life and property (for it is needless to attempt to cloak the matter) under circumstances which neither courage nor precaution could avail against to resist surprise or guard against treachery, are alone sufficient to deter us from the attempt. The losses by theft, in themselves nowise contemptible, which have already taken place, are but the prelude to future depredations on a larger scale, should the present system of operations be unfortunately persisted in—depredations which, it is to be feared, will be difficult either to discover in time or to prevent effectually." The new route was adopted, and was followed until 1860, when the government road was completed.

FORT THOMPSON.—At Kamloops was Fort Thompson, one of the oldest in New Caledonia, having been established in 1810 by David Thompson. It was always a place of importance, being the centre of the Thompson district, the rendezvous and point of transfer of the annual brigades passing north and south to and from Fort Vancouver, and latterly connecting with the seaboard by way of Langley and Victoria. It was at Fort Thompson, Bancroft in his peculiar manner relates, "that the Company's officer in command, Samuel Black, challenged his brother-scot and guest, David Douglas, the wandering botanist, to fight a duel, because the blunt visitor one night, while over his rum and dried salmon, had stigmatized the honorable fur traders as not possessing a soul above a beaver skin. But the enthusiastic pupil of Hooker preferred to fight another day, and so took his departure next morning unharmed, but only to meet his death shortly after by falling into a pit at the Hawaiian Islands while homeward bound. Likewise we may say, poor Black! for it was but a short time after this chivalrous display of fidelity to his company, that is to say, during the winter of 1841-42 while residing at the old fort, that he was cruelly assassinated by the nephew of a friendly neighboring chief named Wanquille, for having charmed his life away."

JOHN TOD.

John Tod—Small-pox.—Attached to the fort were extensive stockades for horses, as in the neighborhood hundreds of fine horses were bred for the transport service. John Tod was the officer in charge at Kamloops in 1846. He was a man of good executive ability, and understood the Indian character thoroughly. At that time the warriors of the Shuswap tribes, to the number of three hundred, combined to rob and murder the Company's men on the next trip. Tod, through a friendly chief, was made aware of the plot, but only after the savages had started on their murderous expedition. He immediately started alone on horseback to their camp, and riding amongst them on his foaming steed, dropped his bridle reins, and holding aloft his rifle and pistols threw them on the ground. He then snatched the reins and made a few rapid peace evolutions on his well-trained mare, which the Indians understood, and coming to a sudden halt addressed the amazed savages in the most impressive manner, informing them of the near approach of small-pox, and that he had hastened with medicine to their assistance. The ruse was successful. In a few minutes Tod had conquered the three hundred warriors. They expressed great thankfulness, and willingly submitted to be vaccinated. Fifty of the leaders were first selected, then other twenty, when the vaccine gave out. Tod used his tobacco knife as lancet. He afterwards admitted confidentially to a friend, that when the turn of certain noted rascals, whom he was satisfied were the head and front of the conspiracy, came, he did cut away more than was absolutely necessary, and did not perhaps feel that sympathy and solicitude for the comfort of his patients which he ought to have done; and if so be the arm—he operated on the right arm—might not wield a weapon for ten days or a fortnight, so much the better. So the "Shuswap conspiracy" ended. The friendly chief was rewarded with the horse he coveted. Tod was almost worshipped, for not a man of the three hundred would ever after believe that he did not owe his life to Chief Trader Tod.

Horse Flesh Used.—Commander R. C. Mayne, in his interesting work, "Four Years in British Columbia and Vancouver Island," mentions that he visited Fort Thompson in 1859, and went "to see the bands of horses driven in, and those past work selected for food. There were some two or three hundred horses of all sorts and ages at the station. Just outside the fort were two pens, or corrals as they called them, and into these the horses were driven. A few colts were chosen for breaking in, and then the old mares, whose breeding time was past, were selected and—for it was upon horse-flesh principally that the people of the fort lived—driven out to be killed, skinned and salted down."

CHAPTER XX.

COLONIZATION IS INTRODUCED.

Immigration and Miners.—No sooner had the boundary question been disposed of than the subject of colonization came forward. The tide of immigration was pouring into Oregon and miners into California. Something required to be done on the British side of the line. English statesmen did not see why the Pacific coast should not be utilized as colonization ground for the surplus population of Great Britain. The idea was soon expressed in Parliament. A letter from the Company was addressed to Lord Grey, stating that their establishment was every year enlarging, and asking for a grant of land. Negotiations to obtain Vancouver continued until March, 1847, when Sir J. H. Pelly, Governor of the Hudson Bay Company in London, informed Earl Grey that the Company would "undertake the government and colonization of all the territories belonging to the Crown in North America and receive a grant accordingly."

Proposal to Colonize.—This proposition was too extensive for the British Government, so the negotiations were suspended until 1848, when a more moderate proposition was made, by which the Company offered to continue the management of the whole territory north of the 49th degree; but was willing to accept Vancouver Island alone for colonization purposes, and that the Company would not expect any pecuniary advantage from colonizing the territory in question; and that all moneys received for lands or minerals would be applied to purposes connected with the improvement of the country. The British Government had not as yet fully determined what should be done. The Company, however, had a charter prepared asking for a grant of the whole of Vancouver Island, which was laid before Parliament.

Gladstone in Opposition.—The Earl of Lincoln in the House of Commons, 17th July, 1848, made an inquiry which had reference partly to the Company's powers at the Red River settlement. He was in favor of the grant to them of Vancouver Island. Mr. Gladstone spoke against the measure, being of opinion that the corporation was not qualified for the undertaking. Mr. Howard believed it would be most unwise to confer the extensive powers proposed on a fur-trading Company; yet as California had lately been ceded to the United States, it appeared to him a matter of the highest importance that a flourishing British colony should be established on the western American coast in order to balance the increased strength of the United States in that quarter.

Lord John Russell explained that the Company already held exclusive privileges, which did not expire until 1859; that they now held these western lands by a crown grant dated 13th May, 1838, confirming their possession for twenty-one years from that date; that these privileges could not be taken from them without breach of principle, and that if colonization were delayed until the expiration of this term, squatters from the United States might step in and possess themselves of the island. The matter was referred to the Privy Council Committee for Trade and Plantations, who on 4th September reported in favor of the grant of Vancouver Island to the Company to be vested in them for colonization purposes.

Condition of Grant.—The grant of Vancouver Island was made on the 13th January, 1849, to the Governor and Company of Adventurers of England, trading into Hudson Bay, and their successors, with the royalties of its seas, and all mines belonging to it forever, subject only to the domination of the British Crown, and to the yearly rent of seven shillings payable on the first day of every year. They were to settle upon the island, within five years, a colony of British subjects, and to dispose of land for the purposes of colonization at reasonable prices, retaining ten per cent. of all the moneys received from such source, as well as from coal or other minerals, and applying the remaining nine tenths toward public improvement upon the island. Such lands as might be necessary for a naval station and for other government establishments were to be reserved. The Company should, every two years, report to the Imperial Government the number of colonists settled in the island and the lands sold. If at the expiration of five years no settlement should have been made, the grant should be forfeited; and if at the expiration of the Company's license of exclusive trade with the Indians in 1859, the Government should so elect, it might recover from the Company the island, on payment of such sums of money as had been actually expended by them in colonization; that is to say, the Crown reserved the right to recall the grant at the end of five years should the Company, either from lack of ability or will, fail to colonize, and to buy it back at the end of ten years by the payment of whatever sum the Company should have in the meantime expended. Except during hostilities between Great Britain and any foreign power, the Company should defray all expenses of all civil and military establishments for the government and protection of the island.

The Company, soon after the grant was made, issued a circular in which the following proposals were made. They stated they were ready to make grants of land to any emigrants from Great Britain or Ireland, or from any other part of her Majesty's dominions who might be desirous of settling on the said island on the following conditions:

1st. That no grant of land shall contain less than twenty acres.

2nd. That purchasers of land shall pay to the Hudson Bay Company, at their house in London, the sum of £1 per acre for the land sold to them to be held in free and common socage.

3rd. That purchasers of land shall provide a passage to Vancouver Island for themselves and their families, if they have any; or be provided with a passage (if they prefer it) on paying for the same at a reasonable rate.

4th. That purchasers of larger quantities of land shall pay the same price per acre, namely, £1, and shall take out with them five single men or three married couples, for every hundred acres.

5th. That all minerals wherever found shall belong to the Company, who shall have the right of digging for the same, compensation being made to the owner of the soil for any injury done to the surface; but that the said owner shall have the privilege of working for his own benefit any coal mine that may be had on his land, on payment of a royalty of two shillings and sixpence per ton.

6th. That the right of fishing proposed to be given to the Hudson Bay Company in the grant as printed in the parliamentary papers relative to Vancouver Island, having been relinquished, every freeholder will enjoy the right of fishing all sorts of fish in the seas, bays and inlets thereof, or surrounding the said island; and that all the ports and harbors shall be open and free to them and to all nations either trading or seeking shelter therein. And as it is essential to the well-being of society that the means of religious instruction should be within the reach of every member of the community, provision will be made for the establishment of places of worship, and for the maintenance of ministers of religion according to a plan, of which the following is the outline:

(1.) The island is to be divided into districts of from five to ten square miles where it is practicable.

(2.) A portion of land equal to one-eighth of the quantity sold to be set aside for the minister of religion. Thus, in a district of ten square miles, containing 6,400 acres, supposing 5,120 acres sold, the minister would be entitled to 640 acres, and the remaining 640 acres would be available for roads, site for church and churchyard, schools or other public purposes; the land so reserved or its proceeds to be appropriated for these purposes in such manner as may appear advisable.

(3.) With the view of enabling the ministers to bring their lands into cultivation, a free passage to be granted to such a number of persons as a settler having an equal quantity of land would be required to take out, the cost to be paid out of the fund held in trust for the colony.

(4.) The several apportionments for the purposes of religion to be conveyed to and to be held by the Governor-in-Council in trust for the parties appointed to perform the clerical duties of the respective districts.

The most material provisions of the commission and instructions to the governor for the government of the colony, are as follows:

The governor is appointed by the Crown, with a council of seven members likewise so appointed.

The governor is authorized to call assemblies, to be elected by the inhabitants holding twenty acres of freehold land.

For this purpose it is left to the discretion of the governor to fix the number of representatives, and to divide the island into electoral districts if he shall think such division necessary.

The governor will have the usual powers of proroguing or dissolving such assembly.

Laws will be passed by the governor, council and assembly.

The Legislature thus constituted will have full power to impose taxes and to regulate the affairs of the Island, and to modify its institutions subject to the usual control of the Crown.

The Crown has already power under 1st and 2nd George IV., c. 66, to appoint Courts of Justices of the Peace in the Indian territories, of which Vancouver Island forms a part; but as the jurisdiction of such courts is, by the 12th section of that Act, limited in civil cases not involving more than £200 in value, and in criminal cases to such as are not capital or transportable (all of which must be tried in Canada), it is intended to extend the jurisdiction created by the existing Act by the entire removal of those restrictions.

The conditions of the grant were, that the Hudson Bay Company should pay a yearly rent of seven shillings, to be paid on the 1st day of January every year, and to hold Vancouver Island "in free and common socage" for that amount, subject to sundry provisoes, amongst which were specified: That they should colonize the island; dispose of the lands at a reasonable price, except such as might be required for public purposes; that all moneys received from the sale of such lands should (after deducting ten per cent. for the Company) be applied towards the colonization and improvement of the island; make a report of the progress of settlement every two years to one of the principal Secretaries of State; and if within the term of five years, or after the expiration of that term, the settlement of the island or other conditions of the grant were not fulfilled, the grant and license to trade with the Indians might be revoked, the Crown paying to the Company "the money expended by them in colonizing the Island and the value of their establishments, property and effects then being thereon."

SECTION III.

THE COLONIAL PERIOD.

CHAPTER I.

THE ISLAND having now been granted for colonization purposes, it was but reasonable to expect that there would be colonists. It should next be formed into a colony, and of necessity there must be a governor, who was to be appointed by the Imperial Government. Earl Grey wrote to Sir John Pelly, asking his opinion as to the proper person to be recommended for the office of governor. Sir John replied, recommending James Douglas, giving as his reasons that Douglas was a man of property and a member of the board for the management of the Company's affairs west of the Rocky Mountains; and that the appointment need not be permanent, but merely to fill in the time, until the colony could afford to pay a governor not in any way connected with the Company.

RICHARD BLANSHARD.

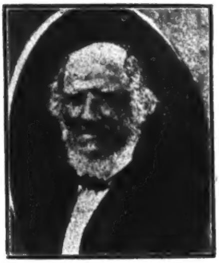
Earl Grey did not accept Sir John Pelly's recommendation, but appointed Richard Blanshard, who left England in 1849, and reached Victoria on the 10th of March, 1850, *via* Panama. On landing, he proceeded to the Company's fort. The officers, with James Douglas, together with the servants of the Company, assembled in the large room. Captain Johnson, of the government vessel *Driver*, which had conveyed Mr. Blanshard, also Captain Gordon, of the *Cormorant*, and officers, in full uniform, were present to hear read the commission and proclamation of the newly arrived governor. Three cheers were given, and Bancroft says: "The newly installed governor of this wilderness then returned to the vessel, there being no government house, inn, or other lodgings upon the land to receive him."

NO SALARY WAS ATTACHED to the appointment. A thousand acres of land had been promised him before leaving London, which promise the Company construed to mean the use of one thousand acres, not a full title in fee simple. Bancroft enlarges on the subject and says: "When he desired to know where his thousand acres of land were situated, a rocky eminence two or three miles away was pointed out to him, where a tract had been set apart for government use in the vicinity of where the government house stands. Thousands of pounds would be necessary to make the place respectably habitable, and it was no wonder the governor's heart should quail or that a huge disgust should take possession of him. He was further told that the promised thousand acres were intended for the use of the governor only while he was upon the island. He might select, subdue and beautify the tract for his successor, if it pleased him, but he could not sell or pocket the proceeds of it."

The foregoing and following extracts illustrate how Bancroft moralizes for Governor Blanshard, and how he substitutes his pessimistic views for British Columbian history. He says: "The governor recognized no relation to the Hudson Bay Company other than that usually existing between ruler and subject. That the Company held the contract for colonization, together with a monopoly of the soil, was nothing to him politically. It might affect appointments and freedom of legislation, but it could not change the natural attitudes of crown governor, crown colony, and fur corporation. On the other hand, the Company cared nothing for the governor. As their noble friend, Lord Grey, had taken the trouble to appoint him, and the appointee had taken the trouble to come so far over the two great oceans, they would treat him politely, that is, if he would be humble and behave himself; but as for his governing them, that was simply ridiculous. He might issue all the mandates he pleased, but he would give little force to his authority without appeal to the chief factor, to Douglas, to the very man who had opposed him in office. . . . Meanwhile, time hung heavily on Blanshard's hands. Set down upon the bare rocks of this mist enveloped isle, with the only white people on it, those on whom he was dependent for everything, for subjects, for society, and for creature comforts, opposed to his rule in all their interests, he felt himself to be utterly powerless and forlorn, and could scarcely realize that he was governor, except by taking out his commission and reading it to himself occasionally."

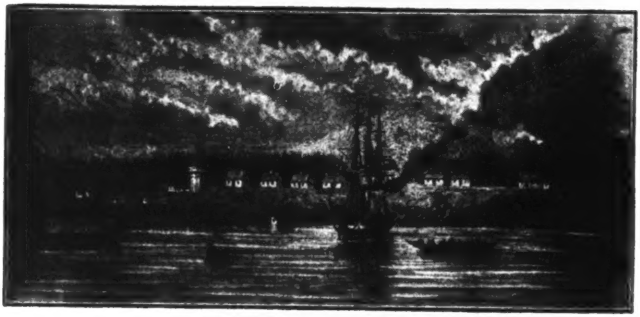
Fort Rupert, on the north-east corner of Vancouver Island, was built in 1849. It had the usual stockade, strengthened on the inside with lateral beams. Round the interior ran a gallery, and at two opposite corners were flanking bastions mounting four 9-pounders. Within were the usual shops and buildings, while smaller stockades protected the garden and outhouses. Although established more as a protection in developing coal deposits which the Company undertook to develop there, it was also used as a trading-post, and partially took the place of Fort McLoughlin, at Milbank Sound, abandoned in 1843. Captain McNeill, of the *Beaver*, was placed in charge at Fort Rupert, with forty men, whites, half-breeds and Canadian Frenchmen, to construct the fort. George Blenkinsop was second in command.

The Muir Family arrived from Scotland this year, having been brought out by the Company as experienced coal miners. The shaft was sunk half a mile from the fort. The natives demanded pay for the land or its product, and when refused, surrounded the pit, threatening to kill all engaged should they persist in the robbery. Muir reported that Blenkinsop had caused much dissatisfaction amongst the miners, putting three in irons or in jail because they would not submit to his arbitrary orders and unreasonable regulations, which he endeavored to force upon them in the absence of McNeill. The result was that, except Muir and certain members of his family, the men all left for California, and as a consequence mining was discontinued. Prospects being better at Nanaimo, Muir and all his family and mining machinery proceeded to that place, in the spring of 1851.


JOHN MUIR.

Coal Mining in 1853.—From the time that Mackay located the vein reported by the Indian in 1850, until Muir's arrival, the natives had taken out considerable coal from Newcastle Island. Mackay completed the fort at Nanaimo in 1852. The miners had now increased to such a number as not to be so readily disturbed by the Indians. The new industry was carried on by the Company with great energy. Before the end of 1853, no less than two thousand tons were shipped, one-half of which was taken out with the assistance of the Indians. The Company's price at Nanaimo was then eleven dollars; at San Francisco the coal was sold for twenty-eight dollars per ton. Nanaimo at this early date became the centre of the coal industry.

VISIT TO FORT RUPERT.—Governor Blanshard, shortly after his arrival at Victoria, made a trip to Fort Rupert and visited various points along the coast. Dr. John Sebastian Helmcken, who arrived by the ship *Norman Morrison*, Captain Wishart, in March, 1850, as medical officer to the Company, was the first magistrate appointed in the colony. He was stationed at Fort Rupert, where the miners were behaving disorderly. The news of the California gold excitement had affected their usual good conduct. During the summer of 1850, Blenkinsop was placed in charge of the fort in McNeill's absence. At this time there were about thirty individuals within the pickets, including the miners. In close proximity to the fort was a village of Indians, which sometimes numbered from two to three thousand.



NANAIMO, IN 1853.

Dr. Helmcken was instructed by the governor to deal with the troublesome miners. They, however, refused to submit to the discipline necessary for the protection of the fort and its inhabitants from the surrounding tribes. The insubordination increased. Orders were issued by the governor to Dr. Helmcken to appoint special constables. Volunteers to act as constables were asked for. No one would serve against the others. They would not work for the Company any longer.

The *Beaver* having arrived, reported the desertion of three of her sailors to the *England*, which had also arrived at Fort Rupert for coal. Dr. Helmcken, in his capacity as Justice of the Peace, went on board the *England* to inquire about the deserters. He learned that they had left the vessel, as soon as the *Beaver* was sighted, fearing arrest. To make matters worse, the Indians got intoxicating liquor from the *England*, and the men in the fort, hearing fresh news from the crew about the riches of California, were ready to join the miners to leave the establishment. The *England* having nearly completed loading, one day it was found that all the miners had left. The captain and crew of the *England* would not give any information of the absconding miners, although they were supposed to know their whereabouts.

Desertion of Sailors.—This desertion was a great blow to the fort. The mining operations were brought to a close. To prevent other desertions, the gates of the fort were closed against egress or ingress. Dr. Helmcken and Blenkinsop had to keep close watch, as they did not know but the excited Indians would attack the fort or set it on fire. The *England* was ready to leave. Three men were reported as being on an island not a great distance off. An Indian chief, Whale, was sent to bring them back safely, and he would be rewarded. He returned without them. A few days afterwards, a rumor was abroad that three men had been murdered by the Newittees, a tribe living thirty miles from Fort Rupert.

The interpreter of the fort was sent to inquire into the truth of the report. He returned next day, having seen the absconding miners near Newittee, from whom he learned that the murdered men were sailors. The miners had been waiting for the *England* to carry them away. The murdered bodies were found and buried at Fort Rupert. No charges so far had been made against the officers of the fort, neither had any effort been made to bring the murderers to justice.

Court of Inquiry.—In September, H.M.S. *Dædalus*, Captain Wellesley, with Governor Blanshard on board, arrived at Fort Rupert. He held a court of inquiry in reference to the murdered sailors, and decided that Dr. Helmcken should go and demand the surrender of the murderers in the usual manner. The doctor therefore set off with a half dozen Indians for Newittee. On entering the harbor he was met by four hundred Indians, painted black, and armed with muskets, spears, axes, and other weapons, and making all the hideous noises which they employ to strike terror into their opponents. Dr. Helmcken explained his mission to them from the canoe. The chief answered him that they would not and could not give up the murderers, but were willing to pay for the murdered men as many blankets, furs and other articles as might reasonably be demanded, this being their law in such cases. This was declined, and they were told they were bringing great misery on themselves by not acceding to the demand of King George's law. When Dr. Helmcken returned and made known to Governor Blanshard and Captain Wellesley the decision of the Newittees, it was decided to send boats and men to seize the murderers or to punish the tribes. The boats arrived only to find a deserted village.

Rewards Offered.—Next year H.M.S. *Daphne* went north to punish the tribe, if they still refused to give up the murderers. On that occasion the natives were found in a new camp. They peremptorily refused the demands of the captain, and therefore the crew prepared to attack them. The Indians fired, and wounded several of the sailors. The fire was returned. The Indians, however, fled to the thick woods near by, where they could not be followed. Only two Indians were killed in the skirmish. The village huts were then destroyed, and the *Daphne* left. Rewards were offered by Governor Blanshard for the delivery of the murderers. They were captured by the Indians and shot. The bodies were brought to Mr. Blenkinsop at Fort Rupert and buried beside the murdered sailors. Blenkinsop and Dr. Helmcken were exonerated from all blame in the affair.

Blanshard Dissatisfied.—With the exception of the visits as mentioned, Governor Blanshard remained at Victoria until his departure for England on September 1st, 1851. His time was occupied, and it may be said his administration consisted, in giving orders, which were disregarded, and writing despatches to the home Government in which he complained of the actions of the officers of the Hudson Bay Company. In April of 1851, he was notified by the managers of the Hudson Bay and Puget Sound Companies that they were about to occupy some land on the island, and that the sum of four thousand pounds sterling was to be expended on public buildings under the governor's direction, but subject to the approval of the Hudson Bay Company's management. The buildings were to be erected near the fort.

A Difficult Position.—In reply to this, the governor wrote: "Unless the colony is intended to be merely an enlarged depôt of the Hudson Bay Company, which I do not conceive was the intention of her Majesty's Government in making the grant of the island, it will be a waste of public money to expend it in the way they indicate, as the buildings will then be surrounded by their reserves, which they are prepared neither to use nor sell." Governor Blanshard's position was a most anomalous and trying one, and it seems impossible that any man, however forcible or capable, could have done more than he did under the circumstances. The Company's officers and servants were the only white men in the colony, and they regarded the appointment of Blanshard as an attempted interference with their control of the island. This they were not supposed to submit to, and were not backward in making the fact uncomfortable to her Majesty's representative.

Colonization Prospectus.—An effort at colonization was made by the Company. The ship *Norman Morrison* arrived in March, 1850, landing eighty emigrants, chiefly miners who had been engaged to work in the Company's mines, so the apparent attempt to induce settlement did not amount to anything. It cannot be said that the settlement of the island made reasonable progress; nor is this to be wondered at, when the terms proposed to the settlers are looked at. According to the terms of their charter, the Company, immediately after the grant was confirmed, had issued a prospectus and advertised for colonists. In that prospectus, the price of land was fixed at one pound per acre, and for every hundred acres purchased at this price, the investor was obliged to bring, at his own expense, three families or six single persons. Only a person of considerable means was able to take advantage of the Company's offer. (For prospectus, see p. 186.)

California Prices.—At the same time land could be purchased in the United States territory, just across the Straits of Fuca, for one dollar an acre. Another objection was, the settler was completely in the power of the monopoly. All his supplies he had to buy from the Company's agents, at their prices, which were regulated by the California prices, and to the Company he had to look for a market for his produce. Besides, he came into competition with the Company's traders, who were the largest farmers on the island. The result of all this was, what might have been expected, no colonization worth mentioning.

Pretext for Leaving.—Of the unfortunate few actual settlers who did come out the first year, the greater number, after a very short time, left their lands to try the gold fields; those who remained were at continual war with the Company. A writer says: "To the wretched settler everything seemed to play into the hands of the monopoly, and the very fact that some abandoned their farms in despair and went to the gold fields, was given by the Company, and accepted by the Imperial Government, as a reasonable excuse for the failure to colonize. The weakness of this pretext was apparent to all familiar with the facts, and it was well known that after the subsidence of the excitement in California, many who had left the mines would have been only too willing to take up land and settle on Vancouver Island under British rule, but were repelled by the exorbitant terms to which they were required to subscribe."

The following petition will show the feeling of the settlers towards the Hudson Bay Company:

"*To his Excellency* RICHARD BLANSHARD, *Esquire, Governor of Vancouver Island:*

"MAY IT PLEASE YOUR EXCELLENCY,—We, the undersigned inhabitants of Vancouver Island, having learned with regret that your Excellency has resigned the government of this colony, and understanding that the government has been committed to a chief factor of the Hudson Bay Company, cannot but express our unfeigned surprise and deep concern at such an appointment. The Hudson Bay Company being, as it is, a great trading body, must necessarily have interests clashing with those of independent colonists. Most matters of a political nature will cause a contest between the agents of the Company and the colonists. Many matters of a judicial nature will undoubtedly arise, in which the colonists and the Company, or its servants, will be contending parties, or the upper servants and the lower servants of the Company will be arrayed one against the other. We beg to express in the most emphatical and plainest manner our assurance that impartial decisions cannot be expected from a governor who is not only a member of the Company, sharing its profits, his share of such profits rising and falling as they rise and fall, but is also charged as their chief agent with the sole representation of their trading interests in this island and the adjacent coasts.

"Furthermore, thus situated the colony will have no security that its public funds will be duly disposed of for the benefit of the colony in general, and not turned aside in any degree to be applied to the private improvement of that tract of land held by them, or otherwise unduly employed. Under these circumstances, we beg to acquaint your Excellency with our deep sense of the absolute necessity there is, for the real good and welfare of the colony, that a council should be immediately appointed, in order to provide some security that the interests of the Hudson Bay Company shall not be allowed to outweigh and ruin those of the colony in general. We, who join in expressing these sentiments to your Excellency, are unfortunately but a very small number, but we respectfully beg your Excellency to consider that we, and we alone, represent the interests of the island as a free and independent British colony, for we constitute the whole body of the independent settlers, all the other inhabitants being, in some way or other, connected with and controlled by the Hudson Bay Company, as to be deprived of freedom of action in all matters relating to the public affairs of the colony, some indeed by their own confession, as may be proved if necessary. And we further allege our firm persuasion that the untoward influences to which we have adverted above are likely, if entirely unguarded against, not only to prevent any increase of free and independent colonists in the island, but positively to decrease their present numbers.

"We therefore humbly request your Excellency to take into your gracious consideration the propriety of appointing a council before your Excellency's departure; such being the most anxious and earnest desire of your Excellency's most obedient and humble servants, and her Majesty's most devoted and loyal subjects.

"(Signed) James Yates, Robert Staines, James Cooper, Thomas Monroe, William MacDonald, James Sangster, John Muir, senior, William Fraser, Andrew Muir, John McGregor, John Muir, junior, Michael Muir, Robert Muir, Archibald Muir, Thomas Blenkhorn."

PROVISIONAL COUNCIL NOMINATED.—Governor Blanshard, acting on the above petition, nominated, on the 27th of August, James Douglas, James Cooper, and John Tod, a provisional council, subject to the confirmation of the Imperial Government, to act until the appointment of another governor. On the 18th of November, 1850, he had tendered his resignation, and asked for an immediate recall, on the grounds of ill-health, and also because his private fortune was "utterly insufficient for the mere cost of living here, so high have prices been run up by the Hudson Bay Company, and as there are no independent settlers, every requisite must be obtained from them." Earl Grey replied in a letter, dated 3rd April, 1851, which was not received until August, accepting Blanshard's resignation as governor of the colony.

ONLY ONE LAND SALE.—In a despatch sent to Earl Grey, in February, 1851, when referring to the progress of settlement in the colony, Governor Blanshard remarks that only one *bona fide* sale of land had been made, and that was to W. C. Grant. This gentleman was formerly a captain of the Second Dragoon Guards, Scots Greys. He had sold out his commission, and in 1849, brought out, at his own expense, eight colonists to Vancouver Island. The settlers came by the ship *Harpooneer*, round Cape Horn. Captain Grant's route was *via* Panama. In a paper which he read before the London Geographical Society, Captain Grant corroborates the governor's statement, and says: "In June, 1849, the first batch of colonists under this system arrived, and they consisted of eight men brought out by myself, and from that day to this not a single other independent colonist has come out from the Old Country to settle in the island; all the other individuals who have taken up land have been in the employ of the Company, and brought out to the country at its expense."

Captain Grant's Colony.—The location chosen by Captain Grant for his colony was at Sooke Harbor, about twenty miles from Fort Victoria. He could not obtain a suitable place nearer the fort, on account of the Company's reserves and the lands set apart for the Puget Sound Agricultural Association. He resided on his property for two years, then leased it to Thomas Monroe and others of his men, and left for England. On being left alone, the men became careless and demoralized, so the captain on his return found the farm neglected, the land lying uncultivated, and the buildings greatly destroyed. He sold the property to the Muir family for what he could get for it, and left the country in disgust.

A Large Reserve.—Referring to the Puget Sound Company's reserve, in a despatch Governor Blanshard says:

"This tract, I am informed, contains nearly thirty square miles of the best part of the island, and they are already attempting to sell small lots to their own servants at greatly advanced rates. I consider this an extremely unfair proceeding. The terms of the grant expressly state that 'all lands shall be sold, except such as are reserved for public purposes,' and in consideration of the trouble and expense they may incur, the Hudson Bay Company are allowed the very handsome remuneration of ten per cent. on all sales they may effect and on all royalties. Not satisfied with this, they are grasping at the whole price of the land by monopolizing this vast district, making it a free gift to themselves and then selling it for their own profit, as they are attempting to do. In proof of this, I may mention that an Englishman, of the name of Chancellor, arrived here from California a few weeks ago, with the intention of settling. The agent offered to sell him land on the 'Company's reserve,' which he declined, as he preferred another part of the island, but found so many difficulties thrown in the way that at last he pronounced the purchase impracticable, and is leaving the colony in disgust. He told me that he was the forerunner of a party of several British subjects at present in California, who were merely waiting for his report to decide whether they would settle in Vancouver Island or the United States."

Another Grievance the governor makes the subject of a despatch of the 12th of February, in reference to an account presented to him for his approval, which he signed under protest. He said:

"The account asserts that they have expended $2,736, of which $2,130 are for goods paid to Indians to extinguish their title to the land about Victoria and Sooke Harbors, the remainder also for goods paid to Indians for work done for the colony, provisions and ammunition for the same Indians. The receipts amount to $1,489, from which ten per cent is to be deducted according to the charter of grant to the Hudson Bay Company, and consists entirely of royalties on coal for the last two years; land sales there are none, as I have previously informed your Lordship. On examining the account, I found that for the goods paid to the Indians a price was charged three times as great as what they are in the habit of paying them at for their own work. Respecting this, and some inaccuracies I detected in the account, I addressed a letter to the agent. He corrected the errors, but made no alteration in the prices, and in the course of the conversation gave me to understand that they did not expect the charter of grant to be renewed at the expiration of the five years, January, 1854, and that they would be entitled to a reimbursement of their expenditure. At this rate they may continue for the next three years, paying away a few goods to Indians to extinguish their claims to the soil, and by attaching an ideal value to their goods, they will at the end of that time appear as creditors of the colony to an overwhelming amount, so that the foundation will be laid of a colonial debt, which will forever prove a 'burden.'"

SAILED FOR ENGLAND.—Nothing now remained for Governor Blanshard to do on the island, so he took passage on the ship *Daphne*, for Panama, September 1st, 1851. He reached England in due time, and subsequently lived as a country gentleman, highly respected, on his estate near London, dividing his time between the country residence and the city mansion. Towards the end of his life his eyesight failed, and before his death he became totally blind. He died, June 5th, 1894. His will, when proved July 3rd, showed his personal estate valued at £130,000, or about $650,000. His real estate he left to his nephew, Colonel R. P. Davies.

GOVERNOR DOUGLAS SWORN IN.—The Provisional Council were soon relieved of their responsibility, for in the month of November, 1851, Chief Factor Douglas's commission arrived from England, and he was duly proclaimed and sworn in as governor of the colony of Vancouver Island. Governor Douglas had stipulated for a salary as governor, and was allowed £800 in addition to his former emoluments as chief factor of the Hudson Bay Company. The machinery of the Company was about as perfect as it well could be. Apart from the difficulty of acting in a dual capacity, he was well fitted for the position.

A COMPLIMENTARY NOTICE.—A writer in "Poole's Queen Charlotte Island," says of him :

"The long services of Sir James Douglas to the Hudson Bay Company, his intimate acquaintance with the various tribes of natives and his knowledge of the requirements for developing the resources of this, the most important colony of England in the Pacific, rendered him at that epoch eminently qualified to fulfil the duties of governor of our North-West American possessions. I have no object in bepraising him other than a desire to record my humble sense of his eminent merits. But such I know to be the verdict of all unbiased men who had the advantage of living under his wise and able administration."

LIEUTENANT-GOVERNOR OF QUEEN CHARLOTTE ISLANDS.—On the 7th of March, 1853, Governor Douglas acknowledges receipt of a despatch (No. 5), dated 27th September, 1852, with enclosures, and says, *inter alia :*

"I have received her Majesty's commission as lieutenant-governor of Queen Charlotte Islands, with certain limited powers (dated 9th July, 1852), as therein described, and while I return thanks for this high mark of confidence, which I shall endeavor to exercise for the honor and advantage of the Crown, I cannot forbear expressing a feeling of diffidence in my ability to discharge the duties of another office, involving a serious amount of labor and responsibility, while I have no assistance whatever in the administration of public affairs ; and while every function of the government, whether military, judicial, executive, or clerical, must be performed by me alone,—a range of duties too extensive and dissimilar in their nature for my unaided strength to attend to with satisfaction to myself or advantage to the public. I will, however, most gladly do everything in my power to meet the views and wishes of her Majesty's Government ; trusting that you will forward, from time to time, such instructions as may be necessary for my guidance, and a selection of legal works containing the forms of process observed in the Vice-Admiralty Courts, and developing the principles on which their decisions are founded."

CHAPTER II.

GOVERNOR DOUGLAS NOMINATES HIS COUNCIL.

In 1853 only 450 White Settlers.—Roderick Finlayson was nominated one of the Provisional Council, in the place of Douglas appointed governor. The work of governing the few settlers was not very arduous between the years 1851 and 1856. It continued without very much friction until 1854, when the first five years of the charter of the island would cease, provided settlement did not increase. To meet this difficulty several of the leading officers of the Company, including Douglas, Work, Tod, Tolmie, and Finlayson, purchased wild lands as convenient to the fort as possible, paying at the rate of one pound per acre. Outside settlers were dissatisfied and sent a petition in 1853 to the Imperial Parliament that the grant be not renewed to the Company. The settlers, in 1853, numbered 450 white men on the island, 300 of whom were at Victoria, 125 at Nanaimo, and 25 at Fort Rupert. Up to that time 19,807 acres of land had been applied for, 10,172 being for the Hudson Bay Company, 2,374 for the Puget Sound Company, and the rest for private individuals.

DAVID CAMERON.

The increase of population now pointed to the necessity of a judicial functionary. Mr. **David Cameron**, of Nanaimo, was appointed Chief Justice of the colony—salary, £100 per annum. The appointment was ratified by the home Government. The Chief Justice removed to Victoria in 1854. Previous to this there had been neither judiciary nor constabulary, excepting Dr. Helmcken, who was appointed first Justice of the Peace, in 1850, by Governor Blanshard. Chief Justice Cameron was superseded in 1858 by Mr. Needham, who, in 1859, was transferred to fill a similar position in the Island of Trinidad, West Indies. Mr. Justice Needham was knighted, and was succeeded by Sir Matthew B. Begbie, who continued to fill the position of Chief Justice of British Columbia until his death, which took place June 11th, 1894, in the seventy-fifth year of his age.

SIR MATTHEW BEGBIE.

Sir Matthew was accorded a public funeral. The funeral service was conducted by the Rev. Mr. Jenns, in St. John's Church, where Sir Matthew had worshipped since 1860. The church was heavily draped and handsomely decorated with flowers. A simple, black covering, relieved by a neat cross of passion flowers, marked the late Chief Justice's seat in the choir. The pall-bearers were Hon. A. N. Richards, Q.C., D. R. Harris, Hon. J. S. Helmcken, M.D., Justices Crease, McCreight and Drake, Hon T. Davie, Q.C., Premier, Hon. J. H. Turner, and Hon. C. E. Pooley, Q.C. Chief mourners, Hon. P. O'Rielly and Dr. O. M. Jones. His Honor the Lieutenant-Governor and Admiral Stephenson occupied the carriage next to the chief mourners. Among the clergy present were his Lordship Bishop Perrin, who pronounced the benediction at the grave; Revs. Canon Beanlands, Hewitson, Lipscome, and Rev. Mr. Norwood, of the *Royal Arthur*.

An obituary notice says: "In the decease of Sir Matthew Baillie Begbie, not only a pioneer of pioneers is missing, but a figure and personality indissolubly and actively associated with the very beginning of this province, and its subsequent affairs and history up to the present time. Born in Edinburgh in 1819, Sir Matthew was the eldest son of Colonel T. S. Begbie of her Majesty's 44th Foot. St. Peter's College, Cambridge, was his *Alma Mater*, where he took the degree of B.A. in 1841, and that of M.A. three years later, in 1844, in which year he was called to the bar in Lincoln's Inn. He practised his profession till 1858, when, owing to the ability he had displayed while a barrister, he received the appointment of judge of the court of the colony of Vancouver Island. British Columbia was then limited to the mainland. In August, 1866, the order-in-council uniting Vancouver Island to British Columbia was passed by the Imperial Government, but it was not proclaimed here till November 17th, and simultaneously Mr. Begbie was created Chief Justice of the united colony, succeeding Mr. Justice (afterwards Sir Joseph) Needham. Under the provisions of the British North America Act, the practice and the constitution of the courts of law in British Columbia remained unchanged when this country entered the Canadian confederation in 1871, consequently Mr. Begbie continued in the office of Chief Justice, with the added honor of knighthood, which was conferred upon him for services which all acknowledged to have been of incalculable value to the country, its safety and well being, and the performance of which at certain times involved serious personal danger and frequently the risk of his life. In the early days, until the arrival of Attorney-General Carey, Sir Matthew was also general adviser to Sir James Douglas, who was governor of both colonies. Sir Matthew was a bachelor."

On the morning of the funeral, a large number of the members of the Victoria bar met in the court house to pass a resolution of condolence, which was adopted unanimously, as follows:

"*Resolved*, That the members of the bar now assembled, on behalf of themselves and brethren throughout the Province, express their deep sorrow at the death of Sir Matthew Baillie Begbie, Knight, late the Chief Justice of British Columbia.

"Throughout a long life he occupied a distinguished position as a lawyer and a judge, and, although he reached an advanced age, he was, up to within a few weeks of his death, actively engaged in the performance of the duties pertaining to his high office.

"His removal takes away one of the most prominent figures connected with the early history of this province, a man whose strong individuality and uprightness have left a lasting impress upon every branch of our judicial system.

"At a period when firmness and discretion in the administration of justice were most needed, his wise and fearless action as a judge caused the law to be honored and obeyed in every quarter.

"When the settlement of the country advanced, and the necessity for preventing lawless outbreaks became less frequent, he, as the Chief Justice of our Supreme Court, manifested an ability which showed that his intellectual faculties were as keen and active as his character was stable and commanding.

"He was a man of scholarly attainments, and his versatility of talent evoked the admiration of all who came in contact with him.

"As a judge, the tendency of his thought was eminently logical, his judgment was prompt and decisive, his integrity was never questioned.

"His private life was in every way worthy of his public position. Plain and unassuming in manner, courteous and dignified in his speech, loyal to his companions, firm in his friendships, of a generous and sympathetic nature, unostentatiously good and silently charitable, he will be missed not only by his professional associates, but by many who knew him only as a kind and steadfast friend.

"He has departed from us full of years and honors, but his memory will remain as that of one whose judicial career has been without stain, and whose personal worth has won our deepest respect and affection."

Petition from Settlers.—The petition referred to, from the settlers, asked that the Company's grant should not be renewed at the expiration of the five years' term, and that the island be taken under the immediate management of the Imperial Government. It also asked that a governor and subordinate functionaries be appointed and paid by the British Government; that courts of justice be established; that the House of Assembly consist of nine members, to be elected every three years; that the executive council be separated from the legislative; that the elective franchise, then only enjoyed by persons holding twenty acres of land, be extended to include persons occupying houses, or paying rent to the extent of ten pounds per annum, or owning farm lands to the extent of ten pounds, or city property to the value of twenty pounds; and that the price of public lands be reduced to ten shillings per acre, payable in five annual instalments, interest at the rate of five per cent. per annum.

Licenses for Revenue.—Governor Douglas and his council of three framed the laws and executed them. The revenue of the colony was small, derived from the sales of lands and from houses licensed to sell spirituous liquor. The public-house keepers each, on payment of a license of $600 per annum, could deal in spirituous liquors with only one restriction—they were not allowed to sell to Indians. The imposition of the tax on licensed houses was discussed in the council for some days before a decision was arrived at. Finally, the tax of $600 was levied on each of three retail dealers, and one was taken out by the Hudson Bay Company. Notwithstanding the settlers' petition against renewing the charter of the island to the Company, it was renewed for another five years. The expenditure of the colony in 1855 was about $20,000. Up to the 19th of July, 1855, the total amount received from land sales was £6,871 9s. 4d. The moneys received by the Hudson Bay Company were remitted to London.

CAPTAIN JAMES COOPER.

New Legislature.—The time had now arrived when a legislature should be established in the colony of Vancouver Island in accordance with British law and practice. To accomplish this, Mr. Labouchere, Secretary of State for Britain, sent instructions on 28th February, 1856, to Governor Douglas, instructing him to at once call together, in accordance with the terms of his commission, a meeting of his council, which at the time consisted of John Tod, senior member, James Cooper, Roderick Finlayson and John Grant. The result was the issuing of a proclamation, on the 16th of June, 1856, dividing the island into four electoral districts, apportioning the number of representatives and appointing returning officers for each. The four districts were: Victoria, to be represented by three members, Andrew Muir, returning officer; Esquimalt and Metchosin, two members, H. W. O. Margary, returning officer; Nanaimo, one member, C. E. Stewart, returning officer; Sooke, one member, John Muir, jun., returning officer.

WRITS CALLING A GENERAL ASSEMBLY of freeholders, for the purpose of electing members to serve in the Assembly, were made returnable on the 4th of August following. The qualification of members who might offer for election was placed at "ownership of freehold to the amount of £300 or more." The property qualification of voters remained as fixed in the governor's commission, namely, "twenty acres or more of freehold land." Governor Douglas wrote to the Secretary of State: "There will be some difficulty in finding properly qualified representatives, and I fear that our early attempts at legislation will make a sorry figure, though at all events they will have the effect you contemplate of removing all doubts as to the validity of our local enactments."

ELECTIONS WERE DULY HELD, according to the notices. In three of the districts, however, the electors were so few in number that the returns were little more than mere nominations.

DR. HELMCKEN having been nominated for Esquimalt District, made the following speech, the first political speech made by the Doctor, and the first on record made in the colony. On rising, being received with hearty cheers, he said:

"GENTLEMEN,—I love to hear that British cheer once more. It is long, long since I listened to its music. That cheer has been the terror of many a foreign foe, in many a bloody fray; that cheer has urged many a patriot onwards in the cause of freedom, and fostered efforts for his country's good; that cheer, gentlemen, has taken away much of the diffidence I felt in placing myself before you.

"Gentlemen, it is not an unusual thing to see me at Craigflower about this time of the day, but on this occasion the circumstances, as you have heard, are peculiar and not professional. I hold in my hand a paper signed by the most influential and respectable electors of this district, requesting that I would allow myself to be put in nomination as one of their members for the forthcoming Legislative Assembly, and, gentlemen, after reading this invitation, and finding it signed by at least one-half of the electors, I at once resolved to throw away all private reasons, all private interests, and devote me to my public duty. I determined to quit my hitherto quiet and unobtrusive life, to launch upon the stormy ocean of politics, and to brave the restless sea of public opinion. Whether I have been right in so doing, remains for you, electors of Esquimalt, to determine this day—a day historical, a day glorious in the annals of this island; a day bright as the sun that shines o'er our heads, and almost equally portentious in its course; a day that the little ones, who now surround these hustings, will talk of, when we shall be no more!

"Gentlemen, there is another reason that had its weight. I was given to understand—and to our shame be it spoken—that it was somewhat difficult to find or to get the requisite number of members to constitute the Assembly.

"Gentlemen, this is not the way our forefathers struggled for freedom; this is not the way in which our ancestors wrenched their rights from tyrant hands; this is not the way by which liberty was advanced, even in our own day, but by more constitutional means.

"Gentlemen, how disgraceful it would have been to Britons to have a document go home, stating it was impossible to constitute an Assembly in this colony! When, indeed, would you have had the privilege granted again? In some measure to prevent such a disgrace, and to keep the privileges so liberally, and at an unusually early period, bestowed by our Mother Country, I resolved to throw myself into the gap and try to save this, our infant country.

"Electors of Esquimalt, you have been, I am sorry to say, too lukewarm in this affair. Is it for you, Englishmen, to despise these rights so hardly gained by your forefathers, and almost sanctified by their blood? Is it for you, sons of 'Bonnie Scotland,' frae Maidenkirk to 'John o' Groats,'—I say, is it for you to despise these privileges, which your friends and countrymen deem their greatest honor, and are proud to own?

"Gentlemen, I trust you will pardon this digression—a digression caused by the excitement of the occasion.

"Gentlemen, I offer myself to you. I am, it is true, a little man, but with a head large enough, and I hope it contains sufficient sense to know what may be for your interest, what for your detriment. I am not vain or egotistic enough to suppose myself the best man, but such as I am, if you like, I'm yours.

"It would be useless for me to enter upon any political disquisition. I know not of any great political question requiring discussion; we have no parties or party purposes to serve, but should you wish to ask any questions, or require any explanation, I shall be most happy to satisfy you to the best of my ability.

"Electors of Esquimalt, I now ask your votes and suffrages; if you consider they may be entrusted to my keeping, I can only say that to such measures as may be brought forward calculated to advance your interest and the interest of the colony generally, I will give my hearty and undivided support; but such measures as may be deemed to your detriment and injurious to your welfare, shall receive my strenuous and determined opposition.

"Gentlemen, I have finished. I know not what powers have been granted to the Assembly, but hope we shall learn soon enough. If you think me worthy of your confidence, and elect me to serve you in this, the first parliament, I shall feel proud, and deem the honor great, but if you find any other candidate more to your taste, more fit, more talented or more disinterested, I will retire without chagrin, and not bear malice or ill-will against any man."

There were five rival candidates in Victoria, who fiercely contested for the honor of being the first representatives in the new Assembly. The members returned for Victoria were J. D. Pemberton, Joseph Yates, and E. E. Langford. The others were returned by acclamation, viz.: John Muir, Sooke District; John F. Kennedy, Nanaimo District; and Thomas Skinner and J. S. Helmcken, Esquimalt District. The first Assembly met on the 12th of August, 1856. Dr. Helmcken was chosen Speaker.

Governor Douglas delivered the following address in a dignified and impressive manner:

"*Gentlemen of the Legislative Council and of the House of Assembly:*

"I congratulate you most sincerely on this memorable occasion—the meeting in full convention of the General Assembly of Vancouver Island, an event fraught with consequences of the utmost importance to its present and future inhabitants, and remarkable as the first instance of representative institutions being granted in the infancy of a British colony. The history and actual position of this colony are marked by many other remarkable circumstances. Called into existence by an Act of the Supreme Government, immediately after the discovery of gold in California, it has maintained an arduous and incessant struggle with the disorganizing effects on labor of that discovery. Remote from every other British settlement, with its commerce trammelled, and met by restrictive duties on every side, its trade and resources remain undeveloped. Self-supporting, and defraying all the expenses of its own government, it presents a striking contrast to every other colony in the British empire, and, like the native pines of its storm-beaten promontories, it has acquired a slow but hardy growth. Its future growth must, under Providence, in a great measure depend on the intelligence, industry and enterprise of its inhabitants, and upon the legislative wisdom of this Assembly.

"Gentlemen, I look forward with confidence and satisfaction to the aid and support which the executive power may in the future expect to derive from your local experience and knowledge of the wishes of the people and the wants of the country. I feel assured that as public men, holding a solemn and momentous trust, you will, as a governing principle, strive with one accord to promote the true and substantial interests of the country; and that our legislative labors will be distinguished alike by prudence, temperance, and justice to all classes.

"Gentlemen, I am happy to inform you that her Majesty's Government continues to express the most lively interest in the progress and welfare of this colony. Negotiations are now pending with the Government of the United States, which may probably terminate in an extension of the reciprocity treaty to Vancouver Island. To show the commercial advantages connected with that treaty, I will just mention that an impost of thirty pounds is levied on every hundred pounds of British produce which is now sent to San Francisco or to any other American port. The reciprocity treaty utterly abolishes these fearful imposts, and establishes a system of free trade in the produce of British colonies. The effects of that measure in developing the trade and natural resources of the colony can, therefore, be hardly over-estimated. The coal, the timber, and the productive fisheries of Vancouver Island will assume a value before unknown, while every branch of trade will start into activity and become the means of pouring wealth into the country. So unbounded is the reliance which I place in the enterprise and intelligence possessed by the people of this colony, and in the advantages of their geographical position, that with equal rights and a fair field, I think they may enter into a successful competition with the people of any other country. The extension of the reciprocity treaty to this island once gained, the interests of the colony will become inseparably connected with the principles of free trade, a system which I think it will be sound policy on our part to encourage.

"Gentlemen, the colony has been again visited this year by a large party of northern Indians, and their presence has excited in our minds a not unreasonable degree of alarm. Through the blessing of God they have been kept from committing acts of open violence, and been quiet and orderly in their deportment; yet the presence of large bodies of armed savages, who have never felt the restraining influences of moral and religious training, and who are accustomed to follow the impulses of their own evil natures more than the dictation of reason or justice, gives rise to a feeling of insecurity which must exist as long as the colony remains without military protection. Her Majesty's Government, ever alive to the dangers which beset the colony, have arranged with the Lords Commissioners of the Admiralty that the *President* frigate should be sent to Vancouver Island, and the measure will, I have no doubt, be carried into effect without delay. I shall, nevertheless, continue to conciliate the good-will of the native Indian tribes by treating them with justice and forbearance, and by rigidly protecting their civil and agrarian rights. Many cogent reasons of humanity and sound policy recommend that course to our attention, and I shall therefore rely upon your support in carrying such measures into effect. We know, from our own experience, that the friendship of the natives is at all times useful, while it is no less certain that their enmity may become more disastrous than any other calamity to which the colony is directly exposed.

"Gentlemen of the House of Assembly, according to constitutional usage you must originate all money bills. It is therefore your special province to consider the ways and means of defraying the ordinary expenses of the Government, either by levying a customs duty on imports, or by a system of direct taxation. The poverty of the country and the limited means of a population struggling against the pressure of numberless privations, must necessarily restrict the amount of taxation; it should, therefore, be our constant study to regulate the public expenditure according to the means of the country, and to live strictly within our income. The common error of running into speculative improvements, entailing debts upon the colony for a very uncertain advantage, should be carefully avoided. The demands upon the public revenue will, at present, chiefly arise from the improvement of the country, and providing for the education of the young, the erection of places for public worship, the defence of the country, and the administration of justice.

"Gentlemen, I feel, in all its force, the responsibility now resting upon us. The interests and well-being of thousands yet unborn may be affected by our decisions, and they will reverence or condemn our acts according as they are found to influence, for good or evil, the events of the future.

"Gentlemen of the House of Assembly, I have appointed Chief Justice Cameron to administer the oath of allegiance to the members of your House, and to receive your declarations of qualification; you may then proceed to choose a Speaker and to appoint the officers necessary for the proper conduct of the business of the House.

"James Douglas, *Governor.*"

The Speech from the Throne was received with great attention. It referred, as will be seen, to the duties and responsibilities of the representatives; to the prospective growth of the country, its geographical position for the advantages of trade, etc. The place of one of the members for Victoria District, Mr. Langford, was declared vacant, on the ground of his not possessing property qualification. Mr. J. W. McKay was elected in his stead. The Assembly was in full working order by the 13th of November. On December 18th, a bill was passed granting £130 for the payment of the ordinary expenses of the House; and on the 9th of January, 1857, Governor Douglas writes to the Secretary of State: "I am now preparing a bill for imposing a customs duty on imports, as a means of meeting the

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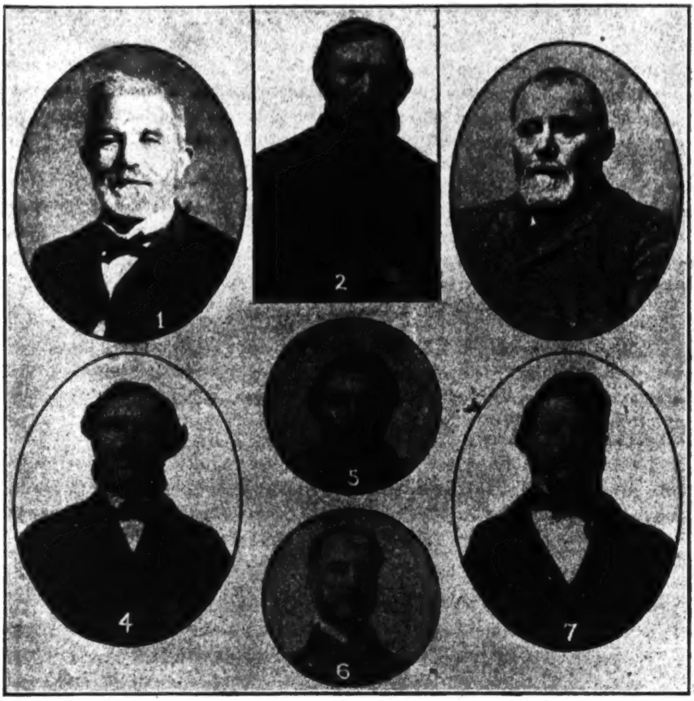
ordinary expenses of the Government; but the subject must be approached with caution, as there is a very general feeling in both Council and Assembly against taxation in any form, and I am prepared to encounter much clamor and opposition in carrying so unpopular a measure through the House."

A Happy Family.—Bancroft in his "History of British Columbia," gives the following version: "They were, forsooth, a happy family, those fur-hunting legislators. The Douglas was all in all lord paramount, dominator, imperial viceroy and fur-trader's factor-in-chief. Work, Finlayson and Tod, chief factor, chief trader, and ancient pensioner, respectively, of the Hudson Bay Company, comprised both secret council and house of lords. The 'seven wise men,' repre-



No. 1, Dr. Helmcken in 1894, and also No. 7 in 1856; No. 3, J. W. McKay in 1894, and No. 5 in 1856; No. 6, J. D. Pemberton; No. 2, J. Yates; No. 4, Thos. Skinner, 1856.

senting the seven districts of the island, as a House of Assembly, were, in their several vocations, almost wholly of the monopoly. Helmcken, was staff doctor of the Company; Pemberton, surveyor and ardent *attaché;* McKay, clerk of the Company; Muir, former servant of the Company and father of the sheriff; Skinner, agent of the Puget Sound Agricultural Company; Kennedy, a retired officer of the Company, appointed by the Governor and Council to represent the District of Nanaimo; Yates, by the grace of the Company, merchant. D. Cameron, brother-in-law of the governor, was chief justice, and A. C. Anderson, retired chief trader, was collector of customs. Thus," continues Bancroft, "the Government of Vancouver Island continued until 1859, at which time terminated the second five years of the Hudson Bay Company's colonial domination. During his term of office, four distinct and often antagonistic interests looked to Douglas as their head; namely, the Hudson Bay Company's fur-trade, the colony of Vancouver Island, the Puget Sound Agricultural Company, and the Nanaimo Coal Company. It was impossible for him to do justice to each of these several trusts."

INDIVIDUAL VIEWS.—At this late date it would be difficult to say positively whether the seven new members were a "happy family." The result of the management of affairs in the colony during the time which had passed since Governor Douglas was appointed, does not indicate that because some of them were related to the governor, or had at one time been servants of the Company, unfitted them for the positions they were called upon to occupy. Several of those were evidently opposed to the Company, and frequently expressed their views and opinions fearlessly and openly against them. The governor had to fill a most difficult position. He had but few to choose from. Nearly every white man in the colony had been brought there by the Company. The Imperial Government must have been satisfied with his administration, when later they appointed him to the governorship of the mainland in addition to that of Vancouver Island. The formation of the new Assembly provided a way of raising revenue by taxation, by giving the parties taxed a voice in the matter of representation, which they did not formerly possess when licenses were placed on liquor dealers by the governor and his provisional council.

REV. R. J. STAINES.—One of the leading men who, after a time, opposed the Company, was the Rev. Robt. J. Staines, who came from England in 1849, as chaplain to the Company at Fort Victoria. He was accompanied by his wife, and together were to teach and keep a boarding school, etc. They taught the first school in Victoria. Mr. Finlayson speaking of them says:

"At this time there were no streets, and the traffic cut up the thoroughfares so that everyone had to wear sea boots to wade through the mud and mire. It was my duty to receive the clergyman, which I did, but felt ashamed to see the lady come ashore. We had to lay planks through the mud in order to get them safely to the fort. They looked wonderingly at the bare walls of the building, and expressed deep surprise, stating that the Company in England had told them this and that, and had promised them such and such.

"At all events the rooms were fitted up as best could be done. Mr. Staines had been guaranteed £340 a year for keeping a boarding school, and £200 as chaplain. The services were carried on in the mess-room of the fort, which was made to serve for almost every purpose. Here also was erected a temporary pulpit, and prayers were held every Sunday. Staines purchased some land on the same conditions as others; but he too became much dissatisfied with things,—with Douglas and his administration as governor of the colony.

"Mr. Staines quarrelled with the Company," Bancroft states, "accusing them of failure to keep their promises with him, more particularly in the matter of the prices of goods, which, he had been assured before leaving London, should be furnished him at servants' rates, that is, fifty per cent. on cost; instead of which he was in reality charged, in some instances, two thousand per cent. profit. Hence he found it hard to ask a blessing on their mercenary souls; and although obliged to do so twice or thrice every week, or forfeit his pay, inwardly he cursed them. But to the Company his blessing and his curse were one. It was out of regard for public sentiment, to which even the most powerful monopoly cannot afford to be wholly indifferent, that the fur-traders tolerated gospel ministers, rather than in the expectation that the arm of Omnipotence would be, through such means, swayed more especially in their interests. At an early day Mr. Staines joined the settlers' faction and waged open war on the Company, still continuing, however, his heavenly ministrations."

Death of Mr. Staines.—Dissatisfaction reached such a pitch amongst the settlers that they resolved to send Mr. Staines to England (1853) to remonstrate with the Imperial authorities upon the injustice of continuing what they called, "so tyrannical a rule." It was arranged that he should leave by a certain vessel, which was to sail from Sooke at a given time, but not arriving as agreed the vessel left without him. Shortly afterwards another vessel was leaving Sooke for San Francisco, and on her Mr. Staines embarked. Scarcely, however, had the ship cleared the Straits of Fuca, off Cape

Flattery, when a squall struck her, throwing her on her beam ends. Instantly she was water-logged and at the mercy of the waves. Most of the crew were at once swept overboard. Mr. Staines, who was below, remained there until he died. The only survivor of the wreck was rescued by a passing ship. He furnished particulars of the sad accident, but being greatly exhausted by fatigue and exposure, died soon after his rescue.

REMINISCENCES.—In "Reminiscences of 1850," a gentleman writing in 1887 refers to Mr. and Mrs. Staines in Fort Victoria. Describing "Bachelor's Hall," he says: "It was a portion of a large story-and-a-half building, having a common room in the centre, and two rooms on each side, with a door opening into each. One of these rooms was occupied as the 'surgery,' the other two rooms by officers of the Company. The remainder of the building (it occupied the site of the now Bank of British Columbia) belonged to the chaplain and lady, Mr. and Mrs. Staines, who kept a boarding-school for young ladies therein—and a splendid teacher and preceptress she was." Mrs. Staines, a short time after the death of Mr. Staines, returned to England.

The same writer, in his reminiscences, also states that in March, 1850, he happened to spend a day in Victoria when the ship *Norman Morrison* had arrived from England, bringing about eighty immigrants. Nearly the whole of them were under engagement to the Hudson Bay Company at £25 per annum.

"On his arrival at the fort," the same writer says, "he was presented to Governor Blanshard, Chief Factor Douglas, Mr. Finlayson and some other gentlemen, and turned over to the care of Dr. A. Benson, with whom he had been acquainted in England—a well clothed man known by the sobriquet, 'commodore.' There he lived in 'Bachelor's Hall,' a gentleman, good and kind as ever; but his garments!—he had on a pair of 'sea-boots,' into one of which he had managed to put one leg with the pants inside, the other with the pants-leg outside. The other parts of his dress were equally conspicuous by their eccentricity.

"'Ah,' said he, 'you laugh, but if you were to remain here a few months you would of necessity become the same!' He had a coffee-pot on the stove, and such a coffee-pot! The stove was square, made of sheet iron, bent in all directions by the heat. It had a cast iron door, and it was fed with large billets of wood, of which plenty existed in the 'Hall.' The stove looked mean and dilapidated, but it was found capital for roasting native oysters upon.

"The 'surgery' was consigned to me as my room *pro tem.* In it there was a 'cot' slung to the ceiling, which I was to use as a 'hammock.' The room was unique. It contained a gun case and a few shelves, with drugs in bottles or in paper in every direction. The tin lining of a 'packing case' served for a counter. Captain

Grant, of Sooke, arrived in the evening and domiciled in Captain Nevin's room. Mackay and the doctor retired to theirs, and I turned into the hammock. I slept well that night, and was awakened in the morning by the loud ringing of a bell, and a concert proceeding from a host of curs—these curs assembled under the bell at every meal and, looking up to it, howled—the howling being taken up by some dogs in the Indian village opposite.

"Benson called out: 'Get up quickly; that is the breakfast bell.'

"I got up, and so did Captain Grant. Whilst dressing I heard the following dialogue: 'Dear, oh dear, where is the soap? Captain Grant, have you my soap?'

"'Aye, aye,' was the response, 'you shall have it directly.'

"'Why, what has become of my razor? Grant, have you my razor?'

"'Yes; nearly finished; you can have it directly.' And he got it and shaved. Then I heard: 'Where is my shirt? I shall be late for breakfast. Grant, have you taken my shirt?'

"'I have, my dear fellow; I want to appear at table decent.'

"'That is too bad, Grant; it is the only clean shirt I have to put on!'

"'Never mind, old fellow, put on your old one; it will be clean enough. Mine has not been washed for I don't know how long; more than a week anyhow. You can get yours washed, and Benson, send mine too, please.'

"We all got to breakfast, and after returning, the following was said: 'Bless me! where is my tobacco? I left half a case of "Cavendish" under the bed.'

"'Oh, yes,' says Grant, 'I took it, my good fellow, to pay my Indians with. *We'll* get some more soon!'

"After having smoked a pipe of peace, all was made right, for Grant was a splendid fellow and every inch a gentleman—he had been a captain in the 'Scotch Greys.' Benson now insisted on showing me the 'lions' of Victoria. He put on his sea-boots, with legs of pants inside; I had only my London-made, thin soled. His were dirty; mine, nicely polished. He was cute; I, a greenhorn: so the doctor 'practised' a little on my verdancy.

"The 'lions' of Victoria then were the fort and its contents. It had been built by Mr. Finlayson. The fort was nearly a quadrangle, about one hundred yards long and wide, with bastions at two corners, containing cannon. The whole was stockaded with cedar posts, about six or eight inches in diameter, and about fifteen feet in length. They had been brought from near 'Mount Douglas,' which was then called 'Cedar Hill'). There were inside about a dozen large, story-and-a-half buildings, say 60 x 40, roofed with long and wide strips of cedar bark. The buildings were for the storage of goods, Indian trading-shop, and a large shop for general trade. It contained everything required.

"The mess-room, off from which lived Mr. Douglas and family, was at the corner of (now) Fort and Government Streets. The 'counting-house' was near (now) Wharf Street. Mr. Finlayson occupied this post and lived there with his family. A belfry stood in the middle of the yard, and its bell tolled for meals, for deaths, for weddings, for church service, for fires, and sometimes for warnings. At meal time it was assisted by a chorus of curs. On Wharf Street, there existed a flagstaff, and near it a well, some eighty feet deep, but which contained very little water. The fort yard was muddy, and the side-walk to the stores consisted of two or three poles, along which Benson trudged, but off which my boots slipped every few steps! So my boots and my pants were not a little muddy, and the wretch Benson laughed at me, saying, 'I told you so! you'll soon be like me; if you remain here!'

"For all this exertion, I saw nothing but 'furs' and stores. Not very many of the former, as they had been already packed, to be sent home by the returning ship *Norman Morrison*, Captain Wishart being her commander. As I could not very well get much muddier, we went outside the 'fort,' and there lay the *Beaver*, Captain Dodd in command, so clean, so nice, so spruce, with 'boarding nettings' all round, cannon on deck, muskets and cutlasses arranged in their proper places, beautiful cabins, and good furniture, with a trading place for Indians, who, I was told, were only allowed a few at a time on board, when on trade. She had a large crew—active, robust, weather-beaten, jolly, good-tempered men—fat, from not being overworked; some grey, some grizzled, some young; the former had once been similar to the latter in 'the service.'

"Outside the fort there were no houses, save, perhaps, a block cabin or two. Forest, more or less, existed from 'the ravine,' Johnson Street, to the north. The harbor was surrounded by tall pines, and its bowers bedecked with shrubs; many of which were, at this early period, in blossom. Cultivated fields existed from Government Street to the public schools; likewise across the bay, and I was informed the Company exported wheat to Sitka! There were barns up Fort Street (this ran through the centre of the fort) about where now is the site of the Mechanics' Institute; and I think there I saw, a few days ago, a small shanty which existed then. It was covered with cedar bark.

"My friend Benson next took me to Beacon Hill. The weather was lovely and warm, the sky bright, the mountains clear, and everything looked paradisiacal. There we rested, looked at 'Dutnall's fields,' and at the Beacon, which I in my ignorance thought a target. We then walked along the beach to near the entrance of Victoria harbor. Benson said, 'Now, I'll go back by a "short cut."' The wretched man came to a swamp (Providence Pond, near Moffatt's). Says he, 'We cross somewhere about here; come on.' He walked along a fallen tree; so did I—not very well though. He jumped from hillock to hillock; so did I. We both jumped to a fallen tree; it sunk, and we went knee-deep into the water. He had 'sea-boots' on; he looked at me, and laughed—'I told you so; you will soon be like me. You are pretty well seasoned now, so come along, for I have lost the track!' So we wallowed through this swamp, got out somewhere, got to the fort, I a wiser but not a sadder man. I had been 'introduced' to 'roughing it': my cockney boots and trousers used up.

"After making ourselves decent, for I was told that Mr. Douglas was rather particular about this, the 'bell and the dogs' told us it was time for dinner, and to it, nothing loth, we went. The mess-room was more than thirty feet long by, say, twenty wide; a large, open fire-place at one end, and large pieces of cordwood burning therein; a clock on the wall; a long table in the middle, covered with spotless linen; the knives and forks clean; decanters bright, containing wine and so forth; the chairs of wood (Windsor), but everything European. I suppose there must have been more than twenty people in the room, when Mr. Douglas made his appearance—a handsome specimen of nature's noblemen, tall, stout, broad-shouldered, muscular, with a grave, bronzed face, yet kindly withal. After the usual greetings he took the head of the table, Mr. Finlayson the foot.

"Captain Dodd, Captain Wishart, Captain Grant and myself were guests. There were also present, J. W. McKay, Charley Griffin, Captain Sangster, and numerous others, whom I do not recollect at this moment. Grace having been said by Mr. Douglas (the chaplain did not dine at the mess, but all the other married officers did), on comes the soup, then the salmon, then the meats—venison on this occasion, and ducks; then the pies, and so forth; and down they go into their proper receptacle, each one ready and willing to receive them. Having done justice to the dinner, and taken a glass 'to the Queen,' many of the junior members left, either to work or to smoke their pipes in their own quarters. We remained. The steward, a Kanaka (the cook was also a Kanaka, *i.e.*, Sandwich Islander), brought on tobacco and long clay pipes, of the kind called 'alderman.' Mr. Douglas took *his* pipe, which I noticed was beautifully colored, showing slow and careful smoking (the clerks used to like to get hold of his colored pipes). Others took pipes, either from the heap or their pockets. Everybody appeared to smoke calmly and deliberately.

"During the dinner there was conversation, Mr. Douglas taking the lead. Captain Wishart was asked to be careful of his men, as the gold fever was raging and the men deserting as often as they found an opportunity, giving great trouble and necessitating spies. California was spoken about, which led to someone asking where Solomon got his gold from; but no one could answer the conundrum. To change the conversation, perhaps, Mr. Douglas asked the doctor why so many of the Hudson Bay Company's officers were bald. His answer was, '*pro pella cutem*'—'they had sent their furs home,'—at which some laughed; but Mr. Douglas gravely said, 'Perhaps, having given us the poetry of the thing, you will give the prose—the cause.' This non-plussed the doctor, as it was an additional conundrum.

"By the *Norman Morrison*, files of newspapers, and the four *Reviews* of latest dates—that is to say, nearly six months old—had come out, and Mr. Douglas commenced about some Scotch battles fought long ago. This brought out Dodd, an Englishman, well read and well educated, who derided the breechless vagabonds—Johnny Cope got his share. Douglas and Dodd seemed to know how many men were engaged in each battle; and all at once they tumbled into the battle of Waterloo—the one claiming that the Scotch did best, the other that the English did most execution, while a third claimed that Scotch, English and Irish would have been beaten had it not been for Blucher and his host coming up, just in the nick of time, to save the lot. This question was not settled.

"'OLD TOD' was chaffed for having fired a salute four years after the victory, *i.e.*, as soon as he heard of it. He was indignant, and contended it was less than three years. His post had been somewhere near the North Pole! I was informed that no frivolous conversation was ever allowed at table, but that Mr. Douglas, as a rule, came primed with some intellectual and scientific subject, and thus he educated his clerks. All had to go to church every Sunday, the mess-room serving every purpose—baptisms, marriages, funerals, councils, dances, theatricals, or other amusements—and did not seem any the worse for it.

"After dinner we went to see the Indian village. Benson just pointed out the bullet-holes in the pickets and bastions made by hostile Indians. 'But,' said he, 'don't be afraid, they are only dangerous when excited, and as a rule they don't get excited without cause given.' He procured a canoe, of which I felt dubious, but he taught my tiny feet how to get into it; and so we arrived safely, after what I considered a dangerous passage. There must have been five or six hundred Indians. By far the greater number had a blanket only for clothing; but KING FREEZY had on a tall hat and a long coat, and considered himself somebody, as indeed he was, and friendly to the whites. He had a most remarkably flattened head—indeed all the Indians had flattened heads and fearful foreheads, retreating backwards. We saw babies undergoing the process: a pad and pressure being the instruments. They did not seem to suffer; perhaps it made them good. The cradles were hung on a flexible pole, stuck in the ground at an acute angle, so a slight touch on the pole put the baby into an up and down motion.

"In one house there were a number of people beating *tom-toms* and chanting. They had a sick child in the centre. The 'medicine man' was performing some incantations, such as sucking the child's skin and spitting upon it. The child, they said, had a devil—I suggested he was standing alongside. Benson said, 'No, he is the doctor, a man and a brother medico.' This was very interesting, but our time being precious, we looked at their 'woolly dogs,' and the dirt and filth, and proceeded to return in what seemed to me then our very frail and treacherous conveyance. By the bye, these 'woolly dogs' seem to have become extinct. These Indians used to shear them, and make a sort of blanket out of the wool. Safely landed, on our way to Governor Blanshard's we saw many Indians walking about. Nearly every one had the same covering—a blanket and dirt; and we saw two examining each other's heads, looking for—well, never mind, but they ate them!

"We found Governor Blanshard smoking a very thick pipe with a very long stem. He was a comparatively young man, of medium height, with aquiline, aristocratic features, set off by a large, military moustache. He had arrived only a few days previously, and had been riding. He said, 'Benson, you told me all the trails led *to* the fort, but you did not tell me they all led away from it. Now, I got off the trail, to wander about, and I lost it; but I found another, and it led away from the fort. I should not have been here now had I not turned my horse's head and tail—as it is, I have lost my dinner.' He was a very intelligent and affable man. We left him with his pipe-stem still in his mouth.

"It being now supper time, we went to the mess-room. The company was smaller, and after chatting around the fire, and smoking, of course, everyone went his own way, but most to the 'Hall.' After adjourning to the hall, a Frenchman came (all the men were French-Canadians), and said to the doctor, 'Pierre has a bad stomach-ache.' Doctor—'Bad stomach-ache, eh! Ah, eating too much!—ah, yes, give him a tablespoonful of salts!' 'Oh,' said the man, 'but he is very bad!' Doctor—'Ah, hum, yes, very bad, eh? very bad, eh? Then give him two spoonfuls of salts! Oh, yes, that's the way to clean out the salt salmon.'

"There were a good many in 'Bachelor's Hall'—all young men. After awhile Captain Grant began 'to entertain the company.' He showed how to use the sword. He stuck the candle on the back of a chair, to snuff it with a sweep of the sword; but I am bound to confess, he took off a good piece of the candle with it, and down it went. Again the candle was stuck up; then he split it longitudinally, and this time splendidly. He wanted to 'cut' a button off Benson's coat (he had none too many), but Benson said, 'Oh! oh! cut a button—no, no; split or spit one too, ho! ho!' After awhile, the captain introduced the game, 'To escort Her Majesty to Windsor Castle.' All were to be cavalry; so down everybody went kangaroo fashion. Grant, being in command, took the lead; and so we hopped around the room, and made considerable of a racket, in the midst of which some naughty school-girl overhead, possibly not being able to sleep, poured some water through a crack in the ceiling, right down upon the cavalry! This put an end to 'the escort to Windsor.' Word was brought by a spy, that some of the men had a canoe and were about to depart to the other side, so off McKay went to look after them. This broke up the party, and away we went to bed; and so ended a day in Victoria.

"I stand to-day upon the same spot, but, oh! how changed. Of the twenty or thirty met before, but two or three answer to the call. Of the fields naught remains. The forest has been removed, and the bleak winds, unhindered now, rush into what was then a genial, sheltered place. The *Beaver* remains, but, great Jove! no more like the *Beaver* of former days than a coal barge is like a frigate. Mightier steamers float upon the harbor; the Indians, once half a thousand, have disappeared; homes of the citizens occupy the fields; telegraph and telephone wires make the streets hideous; there is great hurry and scurry, but I doubt whether there is more happiness and content now than was enjoyed by the few but hospitable and kind-hearted Hudson Bay Company's residents in 1850. Peace be with them—their works live after them." [It may be that rather much space has been alloted to the "Reminiscences," yet they are interesting as being from the pen of one who yet lives in Victoria, and was an eye-witness of what he has described. ED.]

CHAPTER III.

CHARTER AND LICENSE REPEALED.

THE MONOPOLY.—Whether the Company's charter of lease of Vancouver Island should or should not be abrogated, was the next point to be decided. That colonization did not make as much progress as was expected by the Imperial Government was evident, and what had been accomplished was unsatisfactory. The Company's management were satisfied that the island could no longer be held strictly for fur-trading purposes; indeed several of the largest shareholders were opposed to the renewal of the charter. They fortified themselves against loss in case the charter should be relinquished by stipulating that the outlay which the attempt to colonize the island had necessitated should be repaid in the event of its being given up to the Imperial Government. In the House of Commons there was a strong feeling against the Company's monopoly, and this, along with the dissatisfaction of the colonists, led to an inquiry.

BEFORE THE BRITISH PARLIAMENT.—When the subject was brought before the British Parliament in 1857, a select committee of nineteen members was appointed to consider the state of the British North American possessions which were under the administration of the Hudson Bay Company, over which they held fur-trading licenses.

Notice of the appointment of this committee was sent to Sir Edmund Walker Head, then Governor-General of Canada, and Chief Justice Draper was commissioned by the Canadian Parliament to take note of the proceedings. A committee was also appointed in Canada to investigate the matter. The House of Commons Committee held sittings for six months, and after examining twenty-four witnesses, recommended that the Hudson Bay Company's lease of the island should terminate at the end of the current lease. The report was laid before Parliament in 1858, and the recommendations were adopted.

THE COMMITTEE were composed of the following: Henry Labouchere, Chairman; Messrs. Gladstone, Roebuck, Lowe, Grogan, Gregson, Fitzwilliam, Gurney, Herbert, Matheson, Blackburn, Christy, Kinnaird, Ellice, Viscounts Goderich and Sandon, Sir John Pakington, and Lords Russell and Stanley (19). The witnesses examined were: John Ross, J. H. Lefoy, John Rae, Sir George Simpson, Wm. Kernaghan, C. W. W. Fitzwilliam, Alexander Isbister, G. O. Corbett, Sir John Richardson, J. F. Crofton, Sir George Back, James Cooper, W. H. Draper, David Anderson, Joseph Maynard, A. R. Roche, David Herd, John Miles, John McLoughlin, Richard Blanshard, William Caldwell, Richard King, James Tennant and Edward Ellice (24). Amongst the witnesses several were in favor of continuing the license system.

JUST AT THIS TIME the gold excitement broke out at the Fraser River. Governor Douglas, as chief factor of the Hudson Bay Company, was required, in their interest, to look after the mainland, over which the Company still held a lease, but which would soon expire, and, as the nearest representative of the British Crown, it was his duty to look after the interests of her Majesty the Queen. Results show that he was "the right man in the right place," and that under the extraordinary circumstances in which he was placed, no one could have been found to meet as well as he did the various requirements. Situated as they were, the Hudson Bay Company were of greater use to the Imperial Government than the Government was to them. In the emergency the Company behaved with great liberality—gave up in many instances the use of their establishments to accommodate the public officers.

LICENSE ON THE MAINLAND.—It required prompt action on the part of Governor Douglas to deal with and keep in order the motley crowd of thousands who flocked into Victoria and onwards towards Fraser River. The gold discoveries put an entirely different aspect on affairs on the mainland. The influx of miners could not do otherwise than destroy the fur trade. It was therefore concluded by the Company as well as the Imperial Government, that the license of exclusive rights on the mainland should terminate. The Secretary of State for the Colonies realizing the difficult position in which Governor Douglas was placed, wrote to him in reference to his connection with the Hudson Bay Company.

LORD LYTTON.

Lord Lytton's Despatch.—On the 16th of July, 1858, a confidential despatch from Lord Lytton stated that the public despatch of the same date would show him the high value which her Majesty's Government attached to his services, and at the same time would guard him against some of the errors into which he might be led by his position as an agent of the Hudson Bay Company, whilst also an officer of her Majesty's Government. He informed him that a bill was in progress through Parliament, to get rid of certain legal obstacles which interposed to prevent the Crown from constituting a government suited to the exigencies of so peculiar a case, over the territory resorted to by the multitudes whom the gold diggings on the Fraser River had attracted.

"It is proposed," the despatch continues, "to appoint a governor with a salary of at least £1,000 per annum, to be paid for the present out of a parliamentary vote. And it is the desire of her Majesty's Government to appoint you at once to that office, on the usual terms of a governor's appointment; namely, for six years at least, your administration of that office continuing to merit the approval of her Majesty's Government; this government to be held, for the present, in conjunction with your separate commission as governor of Vancouver Island. With regard to the latter, I am not at this moment able to specify the terms as to the salary on which it may ultimately be held, but your interests would, of course, not be overlooked.

"The legal connection of the Hudson Bay Company with Vancouver Island will shortly be severed by the resumption by the Crown of the grant of the soil. And their legal rights on the Continent opposite terminates in May next, at all events by the expiry of Her license, if her Majesty should not be advised to terminate it sooner on the establishment of the new colony.

"It is absolutely necessary, in their view, that the administration of the government, both of Vancouver Island and of the mainland opposite, should be entrusted to an officer or officers entirely unconnected with the Company. I wish, therefore, for your distinct statement, as early as you can afford it, whether you are willing, on receiving the appointment which is thus offered to you, to give up, within as short a time as may be practicable, all connection which you may have with that company, either as its servant, or a shareholder, or in any other capacity.

"I make this proposal without discussing at present the nature and extent of your actual connections with that Company, but with the acquiescence of the governor of the company, who has seen this despatch. In the meantime, and awaiting your answer, it is my present intention (liable only to be altered by what may transpire in future advices from yourself) to issue a commission to you as governor; but you will fully understand that unless you are prepared to assure me that all connection between yourself and the Company is terminated, or in course of speedy termination, you will be relieved by the appointment of a successor.

"I make this proposal briefly and without unnecessary preface, being fully assured that you will understand, on the one hand, that her Majesty's Government are very anxious to secure your services, if practicable; but on the other that it is quite impossible that you should continue to serve at once the Crown and the Company, when their respective rights and interests may possibly diverge, and when, at all events, public opinion will not allow of such a connection."

IN A SUBSEQUENT DESPATCH (July 31), Lord Lytton says: "As it is a matter of considerable importance, both to her Majesty's Government and yourself, that there should be a perfect understanding as to the terms on which, if you should so decide, you would assume office under imperial authority, I think it right to state, as it was omitted on the last occasion, that beside relinquishing, directly or indirectly, all connection with the Hudson Bay Company, it will be indispensable to apply that condition equally to any interest you may possess in the Puget Sound Company.

"It is most probable that you have understood the offer contained in my confidential despatch of the 16th instant in that sense, but I think it better now to guard against any possible misconception on the subject by this additional explanation. It is due to you to add that if, after reflection, you should entertain the persuasion that it will either not conduce to the public interests or your own to exchange your present position for that of governor of British Columbia, the ability which you have displayed whilst holding the office of governor of Vancouver Island will not escape the recollection of her Majesty's Government, should it be your wish, on the expiration of the Hudson Bay Company's license next year, to enter into the service of the Crown in the colonies."

In another despatch, also dated July 31st, the Right Honorable the Secretary of State adds: "I need hardly observe that British Columbia, for by that name the Queen has been graciously pleased to observe that the country should be known, stands on a very different footing from many of our colonial settlements. They possessed the chief elements of success in lands, which afforded safe though not very immediate sources of prosperity. This territory combines in a remarkable degree, the advantage of fertile lands, fine timber, adjacent harbors, rivers, together with rich mineral products. These last, which have led to the large immigration of which all accounts speak, furnish the Government with the means of raising a revenue which will at once defray the expenses of an establishment. . . . My own views lead me to think that moderate duties on beer, wine, spirits and other articles usually subject to taxation would be preferable to the imposition of licenses; and I confidently expect that from these sources a large and an immediate revenue may be derived.

"The disposal also of public lands, and especially of town lots, for which I am led to believe there will be a great demand, will afford a rapid means of obtaining funds applicable to the general purposes of the colony. You will, probably, at an early period take steps for deciding upon a site for a seaport town. But the question of how a revenue can best be raised in this new country depends so much on local circumstances, upon which you possess such superior means of forming a judgment to myself, that I necessarily, but at the same time willingly, leave the decision upon it to you, with the remark that it will be prudent on your part and expedient to ascertain the general sense of the immigrants upon a matter of so much importance. Before I leave this part of the subject, I must state that whilst the Imperial Parliament will cheerfully lend its assistance in the early establishment of this new colony, it will expect that the colony will be self-supporting as soon as possible. You will keep steadily in view that it is the desire of this country that representative institutions and self-government should prevail in British Columbia, when by the growth of a fixed population, materials for these institutions shall be known to exist; and to that object, you must from the commencement aim and shape all your policy.

"A party of Royal Engineers will be despatched to the colony immediately. It will devolve upon them to survey those parts of the country which may be considered most suitable for settlement, to mark out allotments of land for public purposes, to suggest a site for the seat of government, to point out where roads should be made, and to render you such assistance as may be in their power, on the distinct understanding, however, that this force is to be maintained at the Imperial cost for only a limited period, and that if required afterwards, the colony will have to defray the expense thereof. I have to add, that I am of opinion that it will be reasonable and proper that the expense of the survey of all allotments of land to private individuals should be included in the price which the purchaser will have to pay for his property.

"I shall endeavor to secure, if possible, the services of an officer in command of the engineers who will be capable of reporting on the value of the mineral resources. This force is sent for scientific and practical purposes, and not solely for military objects. As little display as possible should, therefore, be made of it. Its mere appearance, if prominently obtruded, might serve to irritate, rather than appease the mixed population which will be collected in British Columbia. It should be remembered that your real strength lies in the conviction of the immigrants that their interests are identical with those of the Government, which should be carried on in harmony with, and by means of the people of the country.

"As connected with this subject, it may be convenient to you to know that I contemplate sending out an experienced inspector of police to assist you in the formation of a police force. You should consequently lose no time in considering how that force can be organized. It must be derived from people on the spot, who will understand that for their preservation from internal disturbances, they must rely solely on themselves, and not on the military. I cannot permit myself to doubt, that in a matter so essential to the common security of all, you will meet with the ready concurrence of the community, and that you will act for their interests in a manner which shall be popular and conformable to their general sentiments.

"I have to enjoin upon you to consider the best and most humane means of dealing with the native Indians. The feelings of this country would be strongly opposed to the adoption of any arbitrary or oppressive measures towards them. At this distance, and with the imperfect means of knowledge which I possess, I am reluctant to offer, as yet, any suggestion as to the prevention of affrays between the Indians and the immigrants. This question is of so local a character that it must be solved by your knowledge and experience, and I commit it to you, in the full persuasion that you will pay every regard to the interests of the natives which an enlightened humanity can suggest. Let me not omit to observe, that it should be an invariable condition, in all bargains or treaties with the natives for the cession of lands possessed by them, that subsistence should be supplied to them in some other shape, and above all, that it is the earnest desire of her Majesty's Government that your early attention should be given to the best means of diffusing the blessings of the Christian religion and of civilization among the natives.

"I wish to impress upon you the necessity of seeking, by all legitimate means, to secure the confidence and good-will of the immigrants, and to exhibit no jealousy whatever of Americans or other foreigners who may enter the country. You will remember that the country is destined for free institutions at the earliest moment. In the meanwhile it will be advisable for you to ascertain what Americans resorting to the diggings enjoy the most influence or popular esteem, and you should open with them a frank and friendly communication as to the best means of preserving order and securing the interests and peace of the colony. It may be deserving of your consideration whether there may not be found already amongst the immigrants, both British and foreign, some persons whom you could immediately form into a council of advice; men whom, if an elective council were ultimately established in the colony, the immigrants themselves would be likely to elect, and who might be able to render you valuable assistance until the machinery of government were perfected, and you were in possession of the instructions which the Queen will be pleased to issue for your guidance. I shall hope to receive, at an early period, your views on these and other topics of importance which are likely to present themselves for your decision in the difficult circumstances in which you are placed, and I request you to be assured, on the part of her Majesty's Government, that I shall be most ready to afford you every assistance in my power."

On August 14th, in forwarding copy of the Act to provide for the government of British Columbia, Lord Lytton writes to Governor Douglas:

"There has not been time to furnish you by this mail with the order-in-council, commission and instructions to yourself as governor, which are necessary in order to complete your legal powers. You will, nevertheless, continue to act during the brief interval before their arrival as you have hitherto done, as the authorized representative of her Majesty's Government in the territory of British Columbia, and take, without hesitation, such steps as you may deem absolutely necessary for the government of the territory, and as are not repugnant to the principles of British law; but you will do so in conformity with the directions which I transmit to you on several subjects by my despatches of even date herewith, and in such others as you may receive from me."

In one of the despatches referred to, the Secretary of State says:

"I have to acknowledge the very important series of despatches (numbers 24 to 29 inclusive, from June 10th to July 1st, 1858), showing the manner in which you have continued to administer the government of the territory in which the recent discoveries of gold have taken place, and detailing the extraordinary course of events in that quarter. Her Majesty's Government feel that the difficulties of your position are such as courage, judgment and familiarity with the resources of the country and character of the people can alone overcome. They feel also that minute instructions conveyed from this distance, and founded on an imperfect knowledge, are very liable to error and misunderstanding. On some points, however, you have yourself asked for approval and instructions; on others it is absolutely necessary that the views of her Majesty's Government should be made clear to you.

"As to the steps which you have already taken, I approve of the appointments which you have made and reported of revenue officers, Mr. Hicks and Mr. Travaillot, of Mr. Perrier as justice of the peace, and of Mr. Young as gold commissioner. I approve also, as a temporary measure, of the steps which you have taken in regard to the surveying department; but I have it in contemplation to send to the colony a head of that department from England.

"I propose selecting in this country some person for the office of collector of customs, and shall send you also, at the earliest moment, an officer authorized to act as judge, and who, I trust, as the colony increases in importance, may be found competent to fill with credit and weight the situation of chief justice. I await your intimations as to the wants and means of the colony, in this sudden rise of social institutions in a country hitherto so wild, in order to select such law advisers as you may deem the condition and progress of immigration more immediately require. And it is my wish that all legal authorities connected with the government should be sent from home, and thus freed from every suspicion of local partialities, prejudices and interests.

"I highly approve of the steps which you have taken, as reported by yourself, with regard to the Indians. It is in the execution of this very delicate and important portion of your duties that her Majesty's Government especially rely on your knowledge and experience, obtained in your long service under the Hudson Bay Company. You may in return rely on their support in the execution of such reasonable measures as you may devise for the protection of the natives, the regulation of their intercourse with the whites, and whenever such work may be commenced, their civilization. In what way the fur trade with the Indians may henceforth be carried on with the most safety, and with due care to save them from the demoralizing bribes of ardent spirits, I desire to know your views before you make any fixed regulations. No regulations giving the slightest preference to the Hudson Bay Company will in future be admissible; but possibly, with the assent of the whole community, licenses for Indian trade, impartially given to all who would embark in it, might be a prudent and not unpopular precaution.

"I approve of the measures which you have taken for raising a revenue by customs, and authorize their continuance. I approve also of your continuing to levy license fees for mining purposes, requesting you, however, to adopt the scale of these fees to the general acquiescence of adventurers, and leaving it to your judgment to change this mode of taxation (as, for instance, into an export duty), if it shall appear on experience to be unadvisable to continue it. But on this head I must give you certain cautions. In the first place, no distinction must be made between foreigners and British subjects as to the amount per head of the license fee required (nor am I aware that you have proposed to do so). In the second place, it must be made perfectly clear to everyone, that this license fee is levied, not in regard to any supposed rights of the Hudson Bay Company, but simply in virtue of the prerogative of the Crown (now confirmed by the Act of Parliament transmitted to you, if this was necessary) to raise revenue as it thinks proper, in return for the permission to derive profits from the minerals on Crown lands.

"Further, with regard to these supposed rights of the Hudson Bay Company, I must refer you, in even stronger terms, to the cautions already conveyed to you by my former despatches. The Hudson Bay Company have hitherto had an exclusive right to trade with Indians in the Fraser River territory, but they have had no other right whatever. They have had no right to exclude strangers. They have had no rights of government, or of occupation of the soil. They have had no right to prevent or interfere with any kind of trading, except with the Indians alone. But to render all misconceptions impossible, her Majesty's Government have determined on revoking the Company's license (which would itself have expired in next May) as regards British Columbia, being fully authorized to do so, by the terms of the license itself, whenever a new colony is constituted.

"The Company's private property will be protected, in common with that of all her Majesty's subjects; but they have no claim whatever for compensation for the loss of their exclusive trade, which they only possessed subject to the right of revocation. The instrument formally revoking the license will shortly be forwarded to you. . . . The immense resources which the information that reaches England every day and is confirmed with such authority by your last despatch, assures me that the colony possesses, and the facility for immediate use of those resources for the purposes of revenue, will at once free the Mother Country from those expenses which are adverse to the policy of all healthful colonization. . . . The most important works to which the local revenue can be applied seem to be police, public works to facilitate landing and travelling, payment of the absolutely necessary officers, and above all, surveying. But your own local judgment must mainly decide. You will render accurate accounts to me both of receipts and expenditure, and you will probably find it necessary shortly to appoint a treasurer, which will be a provisional appointment.

"You are fully authorized to take such measures as you can for the transmission of letters and levying postage. It appears by your despatch that the staff of surveyors you have engaged are at present employed on Vancouver Island, the soil of which is as yet held under the expiring license of the Hudson Bay Company; but it is British Columbia which now demands and indeed may almost absorb the immediate cares of its governor, and your surveyor may at once prepare the way for the arrival of the surveyor-general appointed from hence, and of the sappers and miners who will be under his orders.

"I now come to the important subject of future government. It is possible (although on this point I am singularly without information) that the operations of the gold diggers will be to a considerable extent suspended during winter, and that you will therefore have some amount of leisure to consider the permanent prospects of the colony and the best mode of administering its affairs.

"You will be empowered both to govern and to legislate of your own authority; but you will distinctly understand that this is a temporary measure only. It is the anxious wish of her Majesty's Government that popular institutions, without which they are convinced peace and order cannot long prevail, should be established with as little delay as practicable; and until an Assembly can be organized (which may be whenever a permanent population, however small, is established on the soil), I think, as I have already stated in a former despatch, that your best course will probably be to form some kind of temporary council, calling in this manner to your aid such persons as the miners themselves may place confidence in.

"You will receive additional directions along with your commission, when forwarded to you; and I have embodied in a separate despatch those regarding the very important question of the disposal of land.

"Aware of the immediate demand on your time and thoughts connected with the pressing question of immigration to the gold mines, I do not wish to add unnecessarily to the burden of duties so onerous; but as yet, our Department has been left singularly in ignorance of much that should enter into considerations of general policy, and on which non-official opinions are constantly volunteered. Probably, amongst the persons you are now employing, and in whose knowledge and exactitude you can confide, you might find someone capable of assisting, under your superintendence, in furnishing me, as early as possible, with a report of the general capacities of the harbors of Vancouver,—of their advantages and defects; of the mouth of Fraser River, as the site of the entry into British Columbia, apart from the island; of the probabilities of a coal superior for steam purposes to that of the island, which may be found in the mainland of British Columbia; and such other information as may guide the British Government to the best and readiest means of developing the various and the differing resources both of the island and the mainland—resources which have so strangely been concealed for ages, which are now so suddenly brought to light, and which may be destined to effect, at no very distant period, a marked and permanent change in the commerce and navigation of the known world. The officers now engaged in the maritime survey will probably render great assistance to yourself and to her Majesty's Government in this particular."

For the guidance of Governor Douglas, Sir E. B. Lytton sends a despatch, August 14th, which says:

"With regard to the very important subject of the disposal of land, you are authorized to sell land merely wanted for agricultural purposes, whenever a demand for it shall arise, at such upset price as you may think advisable. I believe that a relatively high upset price has many advantages; but your course must, in some degree, be guided by the price at which such land is selling in neighboring American territories. But with regard to land wanted for town purposes (to which speculation is almost certain to direct itself in the first instance), I cannot caution you too strongly against allowing it to be disposed of at too low a sum. An upset price of at least £1 per acre is, in my opinion, absolutely required, in order that the local government may in some degree participate in the profit of the probable sales, and that mere land-jobbing may be in some degree checked. Whenever a free legislature is assembled, it will be one of its duties to make further provision on this head.

"To open land for settlement gradually; not to sell beyond the limits of what is either surveyed or ready for immediate survey, and to prevent, as far as in you lies, squatting on unsold land.

"To keep a separate account of all revenue to be derived from the sale of land, applying it to the purposes, for the present, of survey and communication, which, indeed, should be the first charge on land revenue; and you will of course remember that this will include the expense of the survey party (viz., sappers and miners) now sent out. I shall be anxious to receive such accounts at the earliest period at which they can be furnished.

"Foreigners, as such, are not entitled to grants of waste land of the Crown in British colonies. But it is the strong desire of her Majesty's Government to attach to this territory all peaceful settlers, without regard to nation. Naturalization should, therefore, be granted to all who desire it, and are not disqualified by special causes, and with naturalization the right of acquiring Crown land should follow.

"You will pardon me if I enjoin on you, as imperative, the most diligent care that in the sales of land there should not be the slightest cause to impute a desire to show favor to the servants of the Hudson Bay Company. Parliament will watch with jealousy every proceeding connected with such sales; and I shall rely upon you to take every precaution which not only impartial probity but deliberate prudence can suggest, that there shall be no handle given for a charge, I will not say of favor, but of indifference or apathy to the various kinds of land-jobbing, either to benefit favored individuals or to cheat the land revenue, which are of so frequent occurrence at the outset of colonization, and which it is the duty of her Majesty's Government, so far as lies in them, to repress."

THE FIRST DETACHMENT of the Royal Engineers for British Columbia left England, sailing from Southampton on the 2nd September, in the steamer *La Plata*. Sir Edward Bulwer Lytton, Colonial Minister, went on board the steamer when she was off Cowes, and addressed the party, who were under the command of Captain Parsons, R.E. The London *Times*, speaking of the corps selected for the Pacific coast, said: "Whenever her Majesty's Government want a body of skilful, intelligent and industrious mechanics to perform any task requiring peculiar judgment, energy and accuracy, such as the arrangement of a great exhibition, the execution of an accurate survey, or even the construction of houses, roads and bridges, in a new colony, they have only to turn to the corps of Royal Engineers, and they find all the material they want."

To CAPTAIN PARSONS was given charge of despatches for Governor Douglas. Under separate cover, he also sent a despatch with the same bearer, as follows:

"DOWNING STREET, *September 1st, 1858.*

"SIR,—I have the honor to introduce to you Captain Parsons, the bearer of this despatch, who, in the pursuance of the intention which I have already communicated to you, has been directed to repair to British Columbia, accompanied by twenty non-commissioned officers and men of the Royal Engineers.

"I need scarcely observe to you that the object for which this officer and his party have been detached to British Columbia is for the exclusive service of that colony. You will, therefore, afford him every assistance in your power for enabling him to commence immediately such operations in it as shall appear to him to be necessary, in anticipation of his commanding officer, Colonel Moody, R.E., who will follow him with as much rapidity as practicable. And I trust that, if Captain Parsons should require the temporary occupation for his party of the trading-posts up the country, which belong to the Hudson Bay Company, you will take measures for affording him such accommodation."

CAPTAIN PARSONS was also the bearer of the commission, dated Sept. 2nd, and the instructions for Governor Douglas, as well as an order-in-council of the same date empowering him to make provision for the administration of justice, and to establish all such laws as might be necessary for the peace, order and good government of British Columbia, and also of the same date, the Queen's revocation of the Crown grant or charter of the 30th May, 1838, to the Hudson Bay Company, in so far as the said grant embraces or extends to the territories comprised within the colony of British Columbia.

COLONEL MOODY APPOINTED.—By the same overland mail, another despatch was sent by Lord Lytton to Governor Douglas, acquainting him that Colonel Moody had been appointed to the command of the Royal Engineers, and had also been selected for the office of Chief Commissioner of lands and works in British Columbia; and that a copy of the instructions had been addressed to Colonel Moody, with reference to the discharge of his duties in that capacity, and specifying the amount of regimental pay and colonial allowances to which he and the commissioned and non-commissioned officers and sappers of the detachment are entitled.

His Instructions.—A letter containing the instructions to Colonel Moody referred to above, dated Aug. 23rd, says:

"It is to be distinctly understood that the governor is the supreme authority in the colony. That you will concert with him, and take his orders as to the spots in the colony to which your attention as to surveys, etc., should be immediately and principally directed. That you will advise and render him all the assistance in your power, in the difficult situation in which it is probable that he will be placed for some time. The governor will be instructed to regard your duties as special, and that they are not on any account to be interfered with, except under circumstances of the greatest gravity, so that all possible conflict of duties may be avoided. On this point Lord Lytton feels persuaded that your character and colonial experience are sufficient guarantees against any discordance with the governor. . . .

"It is well to understand that her Majesty's Government count on the immediate raising of large revenues from the land sales and other resources of the colony, sufficient to defray from the outset the expenses of the survey, and of all other except the salary of the governor. And you will afford the governor, though without shackling his discretion, the benefits of your talents and experience in any suggestions for ensuring, at the earliest period, this paramount object.

"The rates of pay and allowances which have been settled for officers and men are as follows:

OFFICERS.

	Regimental pay per annum.	*Colonial allowance.*	*Total.*
1 chief commissioner of lands and works, Colonel Moody, R.E.	£330	£1,200	£1,530
1 captain	202	350	552
1 second captain	202	350	552
1 third captain	202	350	552
2 subalterns	125	250	375

NON-COMMISSIONED OFFICERS AND SAPPERS.

	Regimental pay per diem.	*Working pay per diem.*
1 color-sergeant and acting sergeant-major	3s. 10½	3s. to 5s.
1 sergeant and acting quarter-master sergeant	3s. 4½	3s. to 5s.
7 sergeants (each)	2s. 10½	3s. to 5s.
8 first corporals	2s. 2½	1s. to 4s.
8 second corporals	1s. 10½	1s. to 4s.
2 buglers	1s. 2½	1s. to 4s.
123 sappers	1s. 2½	1s. to 4s.

"It is agreed that you shall remain in the colony one year from the date of your arrival, and that you will not quit it unless you are satisfied that the officer you leave in charge is fully competent to the work before him, and that the public service is not prejudiced by your return to England. Should you desire to stay longer for the execution of works in which you are actively engaged, and to which you consider your presence essential, you will communicate that wish to her Majesty's Government. You will make it your care to furnish this department, from time to time, with full reports of the various resources and capabilities of the colony, according to the information which the exercise of your functions will necessarily give you, and with a view to the development of the social and industrial prosperity and welfare of the colony—its mines, its fisheries, the quality of its coal, the nature of the soil, the maritime approaches to the colony, if held distinct from the Island. These reports will be sent to this department through the governor."

CHAPTER IV.

FURTHER INSTRUCTIONS AND APPOINTMENTS.

The transmission of mails is also made the subject of a despatch to Governor Douglas. Lord Lytton transmits to him the correspondence between the colonial office and the treasury on the subject. The Postmaster-General concludes that letters will be forwarded with the greatest advantage *via* Panama. Owing to the bad connection between the arrival and departure of the steamers on the Atlantic and the Pacific, an arrangement was recommended to be made between her Majesty's Postmaster-General and the Postmaster of the United States, so that a more advantageous service than the present might be entered into.

The Aborigines Protection Society having heard of the reckless inhumanity of the gold-diggers in the State of California, addressed a letter to the colonial secretary, stating that for many years the society had taken a deep interest in the Indian tribes to the west as well as the east of the Rocky Mountains, and that as it was understood that the natives generally entertained ineradicable feelings of hostility against the "Americans," who are pouring into the new colony by thousands, and who will probably value Indian life there as cheaply as they did in California, the society point out the justice and necessity of steps being taken by the Government to protect the natives. A copy of the letter was forwarded to Governor Douglas, with injunctions to him to secure the object desired. No one could have been appealed to more ready or willing to befriend the natives than Governor Douglas, or to see that they received justice as far as lay in his power.

THE LAST DETACHMENT of the Royal Engineers for service in British Columbia sailed from "the Downs," on September 17th, on the clipper ship *Thames City*, 557 tons, commanded by Captain Glover. It consisted of two officers, one staff assistant surgeon, eighteen non-commissioned officers and men, thirty-one women, and thirty-four children, the whole under the command of Captain R. H. Luard, R.E. The voyage round Cape Horn occupied 175 days.

GRANTS OF LAND.—It was arranged that the men and non-commissioned officers of the Royal Engineers who should go to British Columbia should receive grants of agricultural, not mining land, not exceeding thirty acres each, after six years' continuous and good faithful service within the colony, if desired.

JUDGE BEGBIE'S APPOINTMENT.—The budget of despatches from Lord Lytton, under date September 2, also contained forms of proclamations to be issued by Governor Douglas, one declaring British law to be in force in British Columbia, and another indemnifying the governor and other officers for acts done before the establishment of any legitimate authority in British Columbia; also a notification that Mr. Begbie had been commissioned to act as judge of British Columbia (salary £800), and would proceed by next packet (October 2)—adding in reference to Judge Begbie, that he had been fully instructed that, "although invested with the very important office of judge, he will nevertheless have the kindness, for the present at least, to lend you his general aid for the compilation of the necessary laws and other legal business. This is the more proper duty of an attorney-general; and should the colony advance, as seems at present possible, the services of such an officer will no doubt be urgently required." . . .

CONFIDENCE IN GOVERNOR DOUGLAS.—Lord Lytton concludes:

> "With these few observations, I leave with confidence in your hands the powers entrusted to you by her Majesty's Government. These powers are indeed of very serious and unusual extent, but her Majesty's Government fully rely on your moderation and discretion in the use of them. You are aware that they have only been granted in so unusual a form on account of the very unusual circumstances which have called into being the colony committed to your charge,

and which may for some time continue to characterize it. To use them, except for the most necessary purposes, would be, in truth, to abuse them greatly. They are required for the maintenance of British law and British habits of order, and for regulating the special questions to which the condition and employment of the population may give birth. But the office of legislation, in the higher and more general sense, should be left for the legislature which may be hereafter constituted, and which her Majesty's Government hope will be constituted at the first time consistent with the general interests of the colony. And you will above all remember that the ordinary rights and privileges of British subjects, and of those foreigners who dwell under British protection, must be sedulously maintained, and that no innovation contrary to the principles of our law can be justified, except for purposes of absolute and temporary necessity.

"I will only add that, although it has been judged prudent not to make the revocation of the Hudson Bay Company's license take effect until proclaimed by yourself, it is the particular instructions of her Majesty's Government that you proclaim it with the least practicable delay, so that no questions like those which have already arisen as to the extent and nature of the Company's rights can possibly occur."

Collector of Customs.—Mr. Wymond Hamley was appointed on the 16th of September, as collector of customs for British Columbia, at a salary of £400 per annum. Governor Douglas was notified that Mr. Hamley would proceed in the *Thames City* in the course of a few days. The despatch says:

"With respect to offices generally, which the public exigencies may compel you to create, and for which selections should be made in England, I have to observe that I consider it of great importance to the general social welfare and dignity of the colony that gentlemen should be encouraged to come from this kingdom, not as mere adventurers seeking employment, but in the hope of obtaining professional occupations for which they are calculated; such, for instance, as stipendiary magistrates or gold commissioners.

"You will, therefore, report to me at your early convenience, whether there is any field for such situations, and describe as accurately as you can the peculiar qualifications which are requisite, in order that I may assist you by making the best selections in my power. It is quite natural that the servants of the Hudson Bay Company should, from their knowledge of business, their abilities and services, have a very fair claim to consideration and share in the disposal of the local patronage. But caution should be observed against yielding to any appearance of undue favor or exclusiveness to the servants of that company. You will carefully remember that the public interests are the first consideration, and that it should be known that employment in the public service is as open and fair in

British Columbia as in every other of the Queen's colonial possessions. For these reasons it is still more desirable that careful appointments should be made in England. You will not fail to write to me fully by each mail, as her Majesty's Government wish to know everything that passes of importance in British Columbia."

Miners' Licenses.—When writing on miners' claims and licenses, in a despatch, dated October 14th, Lord Lytton says, referring to the license which Governor Douglas had imposed, of 21s. per month on each miner:

"That such an arrangement may on the whole be most congenial to the disposition of the Californian miners whom you may have to consider; but it was the system of enforcing, from time to time, the license fee which created in the colony of Victoria so much dissatisfaction, and ultimately led to the Ballarat riot, and to the adoption of new rules. The Victorian system was in the main the same as that which you have apparently adopted. It exacted a fee of £1 from each miner per month, and, as Sir Charles Hotham, says in a despatch, 21st November, 1855, to Sir William Molesworth, 'the great and primary cause of complaint which I found was undoubtedly the license fee.'

"It was then decided that the monthly license fee should be abolished, and be replaced, independently of royalties, first, by a miner's annual certificate of £1; secondly, by the payment of £10 per annum on every acre of alluvial soil; and thirdly, by an indirect tax in the shape of 2s. 6d. export duty on the ounce of gold. Experience seems, as far as we yet know, to have justified this change in Victoria. Discontent, with its attendant dangers, has been removed; and by the present system, which appears to be acquiesced in by all parties, a larger revenue is obtained than ever was the case under the earlier arrangement. I observe, indeed, by the last Victorian returns for 1856, that the duties on the export of gold amounted to more than £376,000."

Military Assistance.—A despatch, dated October 16th, refers especially to the military assistance which had been placed at Governor Douglas's service, if required, under Admiral Baynes at Esquimalt, and the Royal Engineers, twenty and twelve men under Captain Parsons and Captain Grant respectively, in advance of the main detachment; that with the first detachment he, Lord Lytton, had forwarded the governor's commission, having immediately on the return of the Queen from the Continent obtained her Majesty's signature to the commission, and took it on board the vessel where Captain Parsons was in charge of the engineers. . . . The despatch continues:

"It is my object to provide for, or to suggest to you how to meet, all unforeseen exigencies to the colony as they may arise; but my views are based on the assumption that the common interest in life and property will induce the immigrants to combine amongst themselves for ordinary purposes, and that when danger needing military force arises, they will readily gather around and swell the force, which will thus expand as circumstances require. From England we send skill and discipline; the raw material (that is, the mere men), a colony intended for free institutions, and on the border of so powerful a neighbor as the United States of America, should learn betimes of itself to supply.

"Referring to the laudable co-operation in the construction of the road which has been evoked by your energy from the good sense and public spirit of the miners, I rejoice to see how fully that instance of the zeal and intelligence to be expected from the voluntary efforts of immigrants, uniting in the furtherance of interests common to them all, bears out the principle of policy on which I designed to construct a colony intended for self-government, and trained to its exercise by self-reliance. The same characteristics which have made these settlers combine so readily in the construction of a road, will, I trust, under the same able and cheering influence which you prove that you know so well how to exercise, cause them equally to unite in the formation of a police, in the establishment of law, in the collection of revenue, in short in all which may make individual life secure and the community prosperous. I trust you will assure the hardy and spirited men who have assisted in this preliminary undertaking, how much their conduct is appreciated by her Majesty's Government.

"I feel thankful for the valuable services so seasonably and efficiently rendered by the *Satellite* and *Plumper*. I cannot conclude without a cordial expression of my sympathy in the difficulties you have encountered, and of my sense of the ability, the readiness of resource, the wise and manly temper of conciliation which you have so signally displayed; and I doubt not that you will continue to show the same vigor and the same discretion in its exercise; and you may rely with confidence on whatever support and aid her Majesty's Government can afford you."

Road Construction.—The construction of the road referred to was on the left bank of Harrison River and Lillooet Lake, to connect Anderson with Harrison Lake, the total distance between these two points being about eighty miles of land carriage over a generally level country. The men employed on that work were miners, who were anxious to have the road opened for their own accommodation in the first place. It was accomplished as follows: A party of about five hundred of all nations volunteered their services. They offered to make a money deposit of $25 each in the hands of the Government, as security for good conduct. They were to receive no pay for their work, the Government merely agreeing to supply them with food while employed on the road, and to transport them free of expense to the commencement of the road on Harrison Lake, where the deposit money of $25 would be repaid to them in provisions at Victoria prices when the road was finished. The work was completed in the most expeditious manner, the men working with good will as they were each interested in the road.

Delivery of Provisions.—The men were divided into twenty companies of twenty-five men; each company under the command of a captain, who carried all orders into effect, reported to the commander of the corps, and drew upon the commissary for the weekly supplies of food. An engineer, with guides and Indians acquainted with the country, blazed the trees and marked out the road in advance of the main body. The route proved of great advantage during the mining excitement. There was some slight disagreement about having the provisions delivered at the upper instead of the lower end of the road. This was settled by having them delivered half way from the lower end.

Peter Brown's Murder.—Up to the time of this great stir and gold fever on the mainland, the colony of Vancouver Island had been working its way along in rather a quiet manner. There had been a few difficulties with the Cowichin Indians, who indulged, now and then, in stealing some of the settlers' cattle. Two natives of that tribe, in December, 1852, had murdered **Peter Brown**, one of the Company's shepherds. That crime must be punished, and Governor Douglas secured the murderers in his own quiet way. One of the murderers, it was reported, had taken refuge with the tribe at Saanich; the other had fled to Nanaimo. Captain Kuper, of the war vessel *Thetis*, then at Esquimalt, volunteered to assist in their capture. The offer was graciously accepted, as the tribe was fierce and numerous. A sufficient force was transferred from the *Thetis*, and placed on board the Company's vessel *Recovery*, which was then, on January 4th, 1853, towed by the war steamer round into Haro Strait for fair wind and tide—Governor Douglas taking command.

A Demand Made.—Opposite the village of Saanich, the vessel came to anchor. Douglas went ashore, but the culprit was absent—he had gone to Cowichin. The *Recovery* proceeded north, arriving at Cowichin early on the morning of the 6th. A demand was made for the murderer. The chief asked for time to consider—this was granted. A meeting was next appointed for final conference on shore next day. At the time appointed, the forces from the vessel landed. The Cowichin chief with a few attendants met them. A tent was pitched on a knoll, and then the white men waited the arrival of the chief's followers. Shortly after the chief requested the withdrawal of the troops a little out of sight, lest his people should be afraid to land. This was done, and yet, nearly an hour elapsed before any of them appeared. Then two canoes were seen making their way quietly out of the river. After them came six other canoes, larger ones, all in a line.

THE MURDERER PRODUCED.—Paddling slowly along the shore, chanting their war song, drumming on their canoes, and whooping like demons, they passed by the council ground and landed a little beyond; then rushing up the hill, shouting and clashing their arms as if to strike with terror any army daring to oppose them, they stood glaring ferociously at the intruders. It was with difficulty Douglas could restrain his men from firing; gradually, however, the savages became quieter. They then produced the murderer, armed and painted from head to foot. The prisoner made a lengthy speech declaring his innocence. After parleying and replies, he was handed over to the white men, and taken on board to be tried at Victoria. The governor impressed upon them the advantage of keeping the laws of the country, which if they did not, they would be severely punished. Presents were distributed amongst them, which elicited promises of good behavior and loyalty, and the forces withdrew.

MARINES AND BLUE JACKETS.—The other murderer must next be followed to Nanaimo. The expedition, therefore, appeared before that village on the 10th and demanded a conference, which was promised for the following day. Governor Douglas was again in command. The steamer *Beaver* on this occasion towed the *Recovery*, which had on board a party of marines and blue jackets from the *Thetis* to assist if required. Mr. J. W. McKay, who was at the time in charge of the coal works at Nanaimo, was ordered to take twenty-one *voltigeurs*, and secrete them near the mouth of the river to watch the Indian village that no one should leave during the night. One of the sentries observed at daylight, a small canoe with an Indian paddling from the shore. He was at once pursued, and an alarm given on passing the *Recovery*. A launch from the ship soon followed, and overtook and passed the *voltigeurs*, overhauling the canoe with its solitary passenger, who, on examination, proved to be a scout sent to warn a neighboring tribe. From him they received particulars as to the whereabouts of the murderer.

Ransom Offered in Furs.—Early in the morning the natives arrived at the *Beaver* with large quantities of furs, which they offered to give up in place of the murderer. They were informed that no amount of property could be taken as a price of the crime. The force therefore landed to search the village. They found it deserted, but did not touch any part of the property. Soon afterward the chief appeared, and after a short parley, the murderer, who was one of the chief's sons, was handed over to the marines to be tried at Victoria. Thus both were captured without bloodshed. They were afterwards convicted and executed at Victoria.

Another Difficulty.—Not long afterwards a white man was shot at by a Cowichin Indian, but not killed, although severely wounded. The occurrence brought Governor Douglas to deal with the case. Another party of men from the war vessel appeared opposite Cowichin to support the governor. The natives were requested to surrender the culprit, but refused, and showed a disposition to fight. The governor landed his forces and drew them up in position on the hill-side. The Indians formed nearly opposite. A parley was demanded. The chief came forward, but would not then come to terms. Governor Douglas, unwilling to shed blood if it could be avoided, ordered his men to encamp on the defensive, with mountain howitzer and muskets.

Tried to Shoot the Governor.—Next morning the chief was again summoned to meet the governor in front of his men. Instead of the chief, the culprit himself came forward, armed and painted, followed at a short distance by the chief and Indian warriors. He walked slowly and apparently hesitatingly, then suddenly raised his gun, levelled it at the governor and pulled the trigger. It missed fire, otherwise the governor would likely have been killed; but he gave no order for his men to fire. The chief seeing this, gave orders to seize the offender, the governor calmly looking on. The would-be murderer was bound by the savages and handed over to the whites for trial. The trial took place immediately, and the Indian was hanged on the nearest tree, in full view of the tribe. The Cowichins were quiet from that day forward.

CHAPTER V.

THE BOUNDARY—STRAITS OF FUCA.

The San Juan Boundary Question which had been in abeyance since 1846, came forward prominently in 1856. In that year the United States Government appointed a commission to settle the disputed line of boundary which, following the 49th parallel of north latitude to the sea, was then to continue to "the centre of the Gulf of Georgia, and thence southward through the channel which separates the continent from Vancouver Island, to the Straits of Juan de Fuca." The British Government at the same time appointed commissioners for the same purpose. In the autumn of 1856, Captain Prevost was first selected, and was ordered to commission H.M.S. *Satellite*, and proceed to Vancouver Island. It had been found that no accurate chart existed of the islands in the straits or of the channels; so it was determined by the Admiralty that a surveying vessel should be despatched, in the first place to make a complete survey of the disputed waters, and afterwards to continue the survey along the coasts of Vancouver Island and the mainland of the British territory. Captain George Henry Richards was selected and ordered to commission H.M.S. *Plumper*.

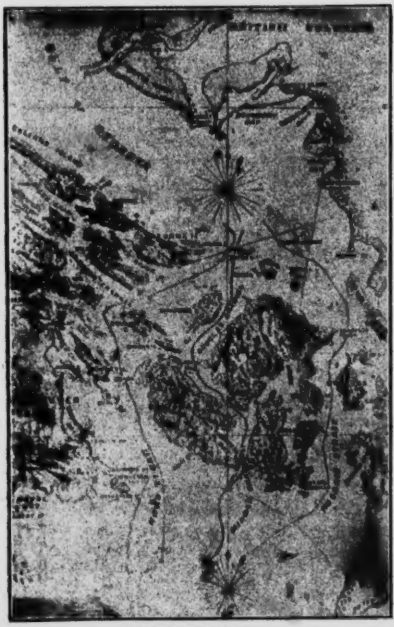
The Boundary Commissioners.—On the 18th of November, 1857, Captain Richards proceeded from Esquimalt up the Haro Strait and across the Gulf of Georgia to Semiahmoo, or Boundary Bay, to determine the exact spot where the parallel of 49° north latitude reached the sea-coast. The United States Commission consisted of Archibald Campbell, Commissioner, appointed 14th February, 1857; Lieutenant Parke, of the United States Topographical Engineers, Astronomer; two or three assistant astronomers, a doctor, naturalist, botanist, and a captain and subaltern in command of the military escort, which numbered about seventy men. They had already made their observations, and were encamped near the computed line of parallel, awaiting the arrival of the British Commission to confirm their work. On being tested, the spot was found to differ only eight feet from that fixed upon by the United States Commission. An iron monument was placed on the north shore of Semiahmoo Bay to mark the boundary. It was four feet high, four and a half inches square at the top and six inches square at the base; the words "Treaty of Washington," on the north side, and "June 15th, 1846," on the south side.

Captain Prevost's View.—The commissioners in discussing where the line should be located, could not agree on the channel referred to in the treaty. From the Gulf of Georgia east the line was run on the 49th parallel by the survey party, and marked by iron monuments at intervals of one mile, and stone monuments twenty miles apart. A large cairn was erected on the boundary line at East Kootenay. Referring to the views of the commissioners, Captain Prevost gave as his view, that, "by a careful consideration of the wording of the treaty, it would seem distinctly to provide that the channel mentioned should possess three characteristics: First, it should separate the continent from Vancouver Island; second, it should admit of the boundary line being carried through the middle of the channel in a southerly direction; third, it should be a navigable channel. To these three peculiar conditions the channel known as Rosario Straits most entirely answers."

Mr. Campbell's Contention.—The United States commissioner contended that, according to the latest surveys, the Canal de Haro was "pronounced the widest, deepest and best channel," besides being a much shorter communication between the Pacific Ocean than that by the way of Rosario Strait. The correspondence on this subject was protracted and voluminous. The British authorities claimed that, as the Hudson Bay Company had occupied the Island of San Juan since 1843, it properly belonged to Vancouver Island, and that, if Rosario Strait was considered too far south, there was a middle channel which could be adopted as the line of boundary between the British possessions and the United States. The discussion continued for two years, during which time about thirty squatters claiming to be United States citizens settled on San Juan.

The Central Channel.—The result of the survey in which Captain Richards had been engaged, showed that in addition to the Rosario Strait and to the Haro Channel, a third navigable channel existed which connected Fuca Straits with the Gulf of Georgia. As soon as this was made known to the British Government, and in view of the difference of opinion between the commissioners as to which of the already mentioned channels should become the boundary, Lord

Russell, then head of the foreign office, on August 24th, 1859, addressed a despatch to Lord Lyons, the British minister at Washington, in which he proposed a compromise by adopting the central channel. The commissioners, Messrs. Richards and Campbell, finding that neither was prepared to defer to the arguments of the other, and that under the circumstances it was useless to continue their correspondence on the subject, signed, on 3rd December, 1867, a minute recording their disagreement, and adjourning their proceedings until circumstances should render it necessary for them to take further steps.


STRAITS OF FUCA.

Lord Russell, in the despatch referred to, says:

"The Earl of Aberdeen, to whom I am referred, informs me that he distinctly remembers the general tenor of his conversations with Mr. McLane on the subject of the Oregon boundary, and it is certain that it was the intention of the treaty to adopt the *mid-channel of the straits* as the line of demarcation without any reference to islands, the position and indeed the very existence of which had hardly at that time been accurately ascertained; and he has no recollection of any mention having been made during the discussion of the Canal de Haro, or, indeed, any other channel than those described in the treaty itself.

"Her Majesty's Government trust that, as between this country and the United States, the day for tedious arbitrations, and still more for hostile demonstrations, is gone by; they see no reason why this, and, indeed, any other question which may, from time to time, arise, should not be settled by direct and friendly communication between the two governments. . . . The third channel as reported by Captain Richards, answers in respect to its central position and southerly direction, to the channel described in the treaty; and assuming it to have been the intention of the plenipotentiaries that the several channels connecting the Gulf of Georgia with Fuca Straits should be considered for the purpose of the treaty as one channel, it may fairly be argued that this central passage would not only satisfy the requirements of the treaty, but would divide between the two countries, in proportions which each party might consent to, the cluster of islands by which the channel is intersected.

"The advantage of such a line would indeed be with the United States, for there are only three islands of any territorial importance situated between the Haro Channel and Rosario Straits, viz., Orcas and Lopez Islands, and the Island of San Juan; and by the adoption of the central channel as the boundary line, the first two named islands would belong to the United States, while only the Island of San Juan would remain to Great Britain. Your Lordship will accordingly propose to the United States Government that the boundary line shall be the middle channel between the Continent of America and Vancouver Island . . . thus defined: 'Starting from the north in the parallel 48° 50′ north, and the meridian 123° longitude west from Greenwich (as laid down on the accompanying chart), the mid-channel would proceed due south, passing half way between Patos Island on the east, and Point Saterina on the west.' It will thus be observed that the meridian of 123° longitude west from Greenwich, starting from the north in the parallel 48° 50′, is assumed as the boundary, and is only departed from when forced to do so by the physical interference of the islands.

"This middle channel, though inferior in some respects to the Haro Channel or to Rosario Straits, is described by Captain Richards as being perfectly safe for steamers, and also, under ordinary circumstances, navigable for sailing vessels. Her Majesty's Government, however, do not consider this point as of much importance, since their proposition only extends to making this channel the line of boundary, and they do not propose to alter in any way that stipulation of the treaty which secures to the shipping of both countries the free navigation of the whole of the channels and the straits—a stipulation advantageous to both parties, and which her Majesty's Government cannot doubt that the Government of the United States will agree with them in thinking, must, under all circumstances, be maintained.

"It appears to her Majesty's Government that a boundary line traced through the above mentioned channel, likewise recommends itself for adoption as being in accordance with the principles which regulated the division between the two countries in the Lower St. Lawrence.

"Her Majesty's Government further submit to the Cabinet of Washington, whether, to a view to mutual convenience, it might not be desirable that the small promontory known as Point Roberts, should be left to Great Britain. The point is of no intrinsic value to either Government; but its possession by the United States will have the effect of detaching an isolated spot of small dimensions from the more convenient jurisdiction of the British colony. As the

Government of the United States will obtain under the proposal now made the more valuable portion of the islands in the straits, her Majesty's Government consider that the retention of Point Roberts can hardly be an object with them.

"There is one other consideration to which I would wish to draw the attention of the Government of the United States. In the discussions between Lord Ashburton and Mr. Webster, which resulted in the treaty of 1842, the American plenipotentiaries argued upon the relative importance to the two countries of the territory then in dispute. Her Majesty's Government admitted the value of that argument and acted upon it. The same language was employed in 1846 upon the Oregon question, and on both occasions the United States obtained the larger portion of the territory in dispute, their plenipotentiaries successfully arguing that it was of greater value to the United States than to Great Britain.

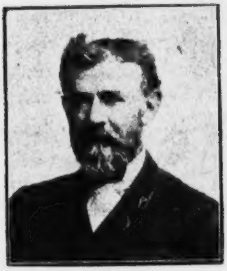
"Upon the present occasion this state of things is reversed. The adoption of the central channel would give to Great Britain the Island of San Juan, which is believed to be of little or no value to the United States, while much importance is attached by British colonial authorities, and by her Majesty's Government, to its retention as a dependency of the colony of Vancouver Island.

"Her Majesty's Government must, therefore, under any circumstances, maintain the right of the British crown to the Island of San Juan. The interests at stake in connection with the retention of that island are too important to admit of compromise, and your Lordship will, consequently, bear in mind that whatever arrangement as to the boundary line is finally arrived at, no settlement of the question will be accepted by her Majesty's Government which does not provide for the Island of San Juan being reserved to the British Crown. . . .

"Her Majesty's Government hope that the United States Government will appreciate the arguments you are instructed to employ, and the spirit in which you will advance them; and her Majesty's Government will not permit themselves to believe that the negotiation can, under such circumstances, fail of a successful issue.

"It may be proper, however, that you should make the Government of the United States understand, that this proposal of compromise, which you are thus instructed to lay before them is made without prejudice to the claim which her Majesty's Government consider themselves justified in maintaining to the Rosario Channel as the true boundary between her Majesty's possessions and those of the United States. They offer the compromise in the hope that its acceptance by the Government of the United States may obviate any further discussion on this subject; but, if it is rejected, they reserve to themselves the right to fall back on their original claim to its full extent."

SQUATTERS ON SAN JUAN.—Whilst the boundary surveys were being made under the joint superintendence of Commissioners Campbell and Prevost, other events were transpiring of a character which, but for the tact and forbearance of Governor Douglas, and the officers of the war ships at Esquimalt, and also of Lieutenant-General Winfield Scott, Commander-in-Chief of the United States army, might have plunged the two neighboring nations in war. San Juan Island, as is already mentioned, had been occupied since 1843 by the Hudson Bay Company, and at the time under review had on the island a stock of five thousand sheep, a number of horses, cattle and pigs, and had thus by occupation gained a right to the land. Attempts had been made from time to time by squatters from the United States side to establish themselves on the island, but their presence was not desired by the parties in charge of the Hudson Bay Company's property.



SENATOR MACDONALD.

In 1851, W. J. Macdonald (now Senator Macdonald) arrived at Victoria, round Cape Horn, in the bark *Tory*, Captain Duncan. He was, within a couple of months afterwards, sent by the Hudson Bay Company to San Juan Island, to establish a salmon fishery there. Indians were the principal fishermen. During his stay on the island, a schooner belonging to the United States, Captain Balch, master, arrived and anchored in the harbor. Mr. Macdonald boarded the vessel and informed the captain that he was not permitted to trade on the island or fish in the adjacent waters. He made no demur, but departed the same afternoon.

Collectors Sankster and Ebey.—When Oregon was divided in 1853, the northern portion became the State of Washington, but in 1852, the Oregon legislature had organized Whidbey Island and the Haro Archipelago into a district called Island County. A collector of customs, I. N. Ebey, for the Puget Sound district, in 1854, took it upon himself to visit the Island of San Juan to collect customs dues there for the United States. He found on the island **Charles John Griffin**, a clerk of the Hudson Bay Company, who refused to acknowledge Collector Ebey's authority, stating that the island belonged to the colony of Vancouver Island, and that he himself was a colonial justice of the peace. Mr. Griffin at once reported the case to Governor Douglas, who in company with Mr. Sankster, collector at the port of Victoria, proceeded on the Company's steamer *Otter* to San Juan. Sankster landed and met Ebey, informing him that he should seize all vessels and arrest all persons found navigating the waters west of Rosario Strait and north of the middle of the Strait of Fuca.

The Two National Flags Unfurled.—After a warm discussion, Ebey concluded that he would appoint a deputy collector on the island and leave him there, and it would be seen who would interfere with him in the discharge of his duties. Sankster invited Ebey to go on board the *Otter* and confer with Governor Douglas on the subject. The invitation was declined. The British flag was then brought by Sankster on shore, and hoisted on the quarters of the Hudson Bay Company. Collector Ebey unfurled the United States revenue flag, which he had in his boat. A boat's crew was landed from the *Otter*, with whom Sankster remained on the island. Governor Douglas returned in the *Otter* to Victoria.

Sheep Sold for Taxes.—Next morning Ebey swore in his deputy, Henry Webber, in presence of Griffin and Sankster. He then returned to Puget Sound, leaving Webber in charge as deputy collector, who remained on San Juan Island about a year, when fear of the northern Indians caused him to leave. The property on San Juan Island was duly assessed by an officer from Puget Sound, whose duty was to appraise the property of "Island County." The collections were not enforced until March 18th, 1855, when Elias Barnes, sheriff of Whatcom, seized and sold at auction thirty or more of the sheep belonging to the Hudson Bay Company—the legislature of Washington State having, in 1854-5, passed an Act attaching San Juan and the adjacent islands to Whatcom County. For this seizure a claim of about $15,000 was subsequently presented by the Company. The bill was made out by Griffin for thirty-four imported rams, seized and sold, estimated worth $3,750; and the balance for losses sustained in consequence of the violent acts of Sheriff Barnes in driving the sheep into the woods, and the cost of collecting such as were not altogether lost.

Those extreme proceedings called forth a communication from Governor Stevens, in 1855, to the Secretary of State, who issued instructions in reply that all the territorial officers should abstain from such acts, where land was in dispute, as were calculated to provoke conflicts, and that the colonial Government should observe the same rule. There was a deep-rooted enmity between the Indians and the representatives of the United States, not only on the island, but on the Washington mainland. Webber was succeeded by Oscar Olney, who only remained but a few months. Paul K. Hubbs next became deputy collector, but each of those "Boston men" had to apply at different times to Mr. Griffin, who as British magistrate always cheerfully protected them in the time of difficulty. Collector Ebey was killed in a scrimmage with the Indians at Bellingham Bay, in 1857.

Representatives on San Juan.—In 1859, the Hudson Bay Company had on San Juan Island, besides the chief clerk, Griffin, eighteen servants; the squatters representing the United States numbered twenty-nine. They, or a majority of them, had drifted thither from the Fraser mines, and were not, generally speaking, a very desirable class of settlers; they, however, took advantage of the undecided state of affairs in San Juan to take up their abode there. Describing the heterogeneous population in Victoria about the same period, Commander Mayne, in his "Four Years in British Columbia and Vancouver Island," says: "The new-found mineral wealth of British Columbia had attracted from California some of the most reckless rascals that gold has ever given birth to. Strolling about the canvas streets of Victoria might be seen men whose names were in the black book of the Vigilance Committee of San Francisco, and whose necks would not, if they had ventured them in that city, been worth an hour's purchase."

Doubtful Characters.—Some such characters doubtless were numbered amongst the United States settlers on San Juan Island, on whose account it was said to be necessary to land United States military for their protection. At all events, the sheriff of Whatcom County continued regularly to make his assessments, until they amounted to $935. The collection, however, was not again enforced; but the United States inspector of customs was on hand to keep account of goods landed, vessels arriving, etc. Affairs culminated on the arrival of Brigadier-General W. S. Harney, in command of the military department of Oregon, and his subordinates, Lieutenant-Colonel Silas Casey, of the 9th Infantry, and Captain George E. Pickett, of that regiment.

General W. S. Harney.—The brigadier-general, "a bellicose patriot," had been employed in what is termed in the Western States, "suppressing" Indians, and had won great renown and popularity among the wild settlers and squatters of the west, towards whom he had long acted the part of a patron and protector. The wild guerilla war in which he had been engaged, consisting chiefly in destroying bands of Indians whenever met with, says Viscount Milton, had evidently caused him to forget the lessons in international law which he learnt at West Point, and he appears to have considered that a British colony might be "improved" off the face of the earth, as easily and with as little ceremony as a tribe of Indians could be "suppressed."

L. A. Cutler's Pig.—A very trifling incident occurred on San Juan Island, in June, 1859, which, as has already been intimated, but for the forbearance of both civil and military authorities at Victoria and Esquimalt, would have led to direful consequences. A man named Lyman A. Cutler, who claimed to be a citizen of the United States, had squatted on the island, and had partially enclosed a small patch of land, on which he had planted potatoes. It so happened that on or about the 15th of June, he shot, in the forest adjoining his house, a valuable hog belonging to the Hudson Bay Company, which he alleged had trespassed on the unenclosed ground he had taken possession of. In the course of the day, it chanced that Mr. A. J. Dallas, accompanied with Dr. Tolmie and Mr. Fraser, all leading men in the Hudson Bay Company, arrived at San Juan by the Company's trading steamer *Beaver*.

A. J. DALLAS.

On the following day the gentlemen mentioned, along with Griffin, called on Cutler, who admitted the offence, and threatened to shoot any other of the Company's stock which should interfere with him. He refused to pay the sum demanded by Griffin for the valuable animal which he had killed. Mr. Dallas and his friends returned to Victoria, and reported the occurrence to Governor Douglas, suggesting that he should communicate with the governor of Washington Territory on the subject. There is now nothing to show that Governor Douglas made any representation of the affair to the United States authorities, but maintained friendly relations with them, not excepting General Harney, who, it is said, paid a complimentary visit to Governor Douglas in the month of July. The headquarters of the military department of Oregon was at Fort Vancouver, which was formerly headquarters of the Hudson Bay Company.

Petition to Harney.—Returning to his command, General Harney, on the 9th of July, landed at San Juan Island without any apparent object, as none of the troops under his command were stationed there. It was an opportune occasion for Cutler and his associates to pour into the willing and sympathetic ear of the general the tale of their woes and persecutions by hungry hogs and savage Indians. He was told that Dallas had come in an armed vessel to take Cutler to Victoria, when the fact was that Mr. Dallas and his friends knew nothing of the death of the hog until after they arrived on other business at the island. The result of the general's visit to San Juan was, that on the 11th of July a petition was presented to him purporting to have been signed by twenty-two persons, styling themselves "American citizens on the Island of San Juan."

He Interprets the Treaty.—As a matter of course Cutler's name was amongst the signatures, and also that of "United States Inspector of Customs," Paul K. Hubbs, Charles H. Hubbs, and Paul K. Hubbs, jun. The petition contained a clause which was conclusive to the mind of the general. It said: "According to the treaty concluded June 15th, 1846, between the United States and Great Britain (the provisions of which are plain, obvious, and pointed to us all here), this, and all the islands of the Canal de Haro belong to us. We therefore claim American protection in our present exposed and defenceless position." This was just what General Harney appeared to want. He did not communicate with the British authorities, colonial or imperial, or with his commanding officer, or with the supreme government at Washington, but proceeded at once to detach a company of troops from Fort Bellingham to occupy the island, under Captain Pickett. The captain's instructions from the general concluded by stating: "In your selection of position, take into consideration that future contingencies may require an establishment of from four to six companies, retaining the command of the San Juan harbor."

General Harney did not communicate with General Scott, Assistant Adjutant-General, New York, until the 19th of July, when he wrote him a letter containing the most extraordinary mis-statements, and containing charges against Mr. Dallas, without giving that gentleman an opportunity of denying them. He referred to the petition from the squatters on the island, through Mr. Hubbs, desiring a force to be placed upon the island "to protect them from the Indians, as well as the oppressive interference of the authorities of the Hudson Bay Company at Victoria with their rights as American citizens." "Mr. Hubbs informed me," continued the general, "that a short time before my arrival, the chief factor at Victoria, Mr. Dallas, son-in-law of Governor Douglas, came to the island in the British sloop of war *Satellite*, and threatened to take one of the Americans by force to Victoria for shooting a pig of the Company's. The American seized his rifle, and told Mr. Dallas if any such attempt was made he would kill him on the spot. The affair ended. The American offered to pay to the Company twice the value of the pig, which was refused. To prevent a repetition of this outrage, I have ordered the company at Fort Bellingham to be established on San Juan Island for the protection of our citizens, and the steamer *Massachusetts* is directed to rendezvous at that place with a second company to protect our interests in all parts of the Sound."

MR. GRIFFIN'S LETTER AND REPLY.—Captain Pickett landed on the 18th of July, but, strange to say, no official account of his having landed appears in the documents furnished to the Senate. The first notice in American state papers of the landing of troops in San Juan Island is to be found in a letter addressed to Captain Pickett by Mr. Griffin, dated July 30th, which says: "SIR,—I have the honor to inform you that the Island of San Juan, on which your camp is pitched, is the property and in the occupation of the Hudson Bay Company, and to request that you and the whole of the party who have landed from the American vessels will immediately cease to occupy the same. Should you be unwilling to comply with my request, I feel bound to apply to the civil authorities. Awaiting your reply, I am, etc." A reply was sent as follows: "MILITARY CAMP, SAN JUAN, W.T., *July* 31, 1859. SIR,—Your communication of this instant has been received. I have to state in reply that I do not acknowledge the right of the Hudson Bay Company to dictate my course of action. I am here by virtue of an order *from my Government, and shall remain until recalled by the same authority.* I am, etc."

CHAPTER VI.

A COLLISION PREVENTED BY GOVERNOR DOUGLAS.

VISCOUNT MILTON, writing on this subject, says: "The governor at Victoria received information of the hostile occupation of the island from Mr. Griffin, and the excitement on the receipt of the intelligence was great. It is due entirely to the temper and judgment of Governor Douglas that a collision did not at once ensue. He immediately placed himself in communication with Captain Prevost, the British commissioner, and, at his request, the latter went to San Juan in the hope of finding Mr. Campbell, the United States commissioner. On landing, he had an interview with Captain Pickett, who declared he was merely acting under orders, that he would *prevent* any *inferior* force landing, would *fight* any *equal* force, and would *protest* against any *superior* force being landed. He stated that he did not know whether the orders under which he acted came originally from Washington, but took it for granted they did, or General Harney would not have taken so decisive a step."

INTERVIEW WITH CAPTAIN PICKETT.—Captain Prevost then left, and reported to the governor, who, after consultation with Admiral Baynes, concluded that the case required further consideration before consenting to land an equal force upon San Juan or establishing a joint occupation on the island. He, however, directed Captain Hornby, commanding her Majesty's ship *Tribune*, to communicate with the officer in command of the detachment of the United States troops which had landed on the island, to inquire of him the number of troops under his command, with a view to landing an equal force of British troops, if deemed expedient. Captain Hornby, therefore, on the 3rd of August, having arrived at the island, proposed by letter that a meeting should take place between Captain Pickett and himself on board the *Tribune*. Captain Pickett replied that he would most cheerfully meet him in his camp. Captain Hornby accordingly landed, with Captains Prevost and Richards, the British commissioners. An interview took place between them at considerable length.

Reduced to Writing.—The substance of the conversation during the interview was reduced to writing by Captain Hornby, and replied to next day by Captain Pickett, who *inter alia* remarked: "Your recollection of said conversation seems to be very accurate. There is one point, however, which I wish to dwell upon particularly, and which I must endeavor, as the officer representing my Government, to impress upon you, viz., that as a matter of course, I being here under orders from my Government, cannot allow any joint occupation *until so ordered by my commanding officer*, and that any attempt to make such occupation as you have proposed, before I can communicate with General Harney, will be bringing on a collision which *can* be avoided by waiting this issue."

Captain Pickett's Letter.—On the same date, August 3rd, Captain Pickett wrote to Captain Pleasonton, Adjutant-General, Mounted Dragoons, Fort Vancouver: "Captain,—The British ships, the *Tribune*, the *Plumper*, and the *Satellite*, are lying here in a menacing attitude. I have been warned off by the Hudson Bay Company's agent; then a summons was sent me to appear before a Mr. DeCourcey, an official of her Britannic Majesty. . . . I had to deal with three captains, and I thought it better to take the brunt of it. They have a force so far superior to mine that it will be merely a mouthful for them; still, I have informed them that I am here by order of my commanding general, and will maintain my position, if possible.

"They wish to have co-joint occupation of the island; I decline anything of that kind. They can, if they choose, land at almost any point of the island, and I cannot prevent them. I have used the utmost courtesy and delicacy in my intercourse, and, if it is possible, please inform me at such an early hour as to prevent a collision. The utmost I could expect to-day was to suspend any proceeding till they have had time to digest a *pill* which I gave them. They wish to throw the onus on me, because I refused to allow them to land an equal force, and each of us to have a military occupation, thereby wiping out civil authorities. I have endeavored to impress them with the idea that my authority comes directly through *you* from *Washington*. . . .

The Captain as a Peace-maker!—"The excitement in Victoria and here is tremendous. I suppose some five hundred people have visited us. I have had to use a great deal of my *peace-making* disposition in order to restrain some of the sovereigns. . . . I must add that they seem to doubt the authority of the general commanding, and do not wish to acknowledge his right to occupy the island, which they say is in dispute, unless the United States Government have decided the question with Great Britain. *I have so far staved them off by saying that the two governments have, without doubt,* settled this affair. . . . In order to maintain our dignity we must occupy in force, or allow them to land an equal force, which they can do now, and possibly will do in spite of *my* diplomacy."

ADDITIONAL LETTERS.—THE ADJUTANT-GENERAL of Mounted Dragoons wrote in reply, by order of General Harney, approving of Captain Pickett's action, and enclosed a letter from General Harney (August 6th) to Governor Douglas, to which the governor replied on the 13th of August, thanking him for the manner in which he communicated the reasons for occupying the Island of San Juan with a portion of the military forces of the United States under his command. He proceeded:

> "I am glad to find that you have done so under general instructions from the President of the United States, as military commander of the Department of Oregon, and not by direct authority from the Cabinet at Washington. You state that the reasons which induced you to take that course, are the 'insults and indignities which the British authorities of Vancouver Island, and the establishment of the Hudson Bay Company, have recently offered to American citizens residing on the Island of San Juan, by sending a British ship of war from Vancouver Island to convey the chief factor of the Hudson Bay Company to San Juan for the purpose of seizing an American citizen, and transporting him to Vancouver Island to be tried by British laws.'
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> "I will explain, for your information, that the agents of the Hudson Bay Company hold no official position in Vancouver Island, nor exercise any official power or authority, and are as entirely distinct from the officers of the executive government as are any other inhabitants of Vancouver Island. To the reported outrage on an American citizen, I beg to give the most unhesitating and unqualified denial. None of her Majesty's ships have ever been sent to convey the chief factor or any officer of the Hudson Bay Company to San Juan, for the purpose of seizing an American citizen, nor has any attempt ever been made to seize an American citizen and to transport him forcibly to Vancouver Island for trial, as represented by you.
>
> "Up to a very recent period but one American citizen has been

resident on San Juan. About the commencement of the present year a few American citizens began to 'squat' upon the island, and upon one occasion a complaint was made to me by a British subject of some wrong committed against his property by an American citizen; but no attention was paid to that complaint, out of consideration and respect to the friendly Government to which the alleged offender belonged, and whose citizens, I think it cannot be denied, have always been treated with marked attention by all the British authorities in those parts. With reference to San Juan in particular, I have always acted with the utmost caution, to prevent, so far as might lie in my power, any ill-feeling arising from collisions between British subjects and American citizens, and have, in that respect, cordially endeavored to carry out the views of the United States Government, as expressed in a despatch from Mr. Marcy, dated 17th July, 1855, to her Majesty's minister at Washington, a copy of which I herewith enclose for your information, as I presume that the document cannot be in your possession.

"Following the dignified policy recommended by that despatch, I should, in any well-grounded case of complaint against an American citizen, have referred the matter to the federal authorities in Washington Territory, well assured that if wrong had been committed, reparation would have followed.

9 "I deeply regret that you did not communicate with me for information upon the subject of the alleged grievance; you would then have learned how unfounded was the complaint, and the grave action you have adopted might have been avoided. I also deeply regret that you did not mention the matter verbally to me, when I had the pleasure of seeing you at Victoria last month, for a few words from me would, I am sure, have removed from your mind any erroneous impressions, and you would have ascertained personally from me how anxious I have ever been to co-operate to the utmost of my power with the officers of the United States Government, in any measures which might be mutually beneficial to the citizens of the two countries.

"Having given you a distinct and emphatic denial of the circumstances which you allege induced you to occupy the Island of San Juan with United States troops; having shown you that the reasons you assign do not exist, and having endeavored to assure you of my readiness on all occasions to act for the protection of American citizens, and for the promotion of their welfare, I must call upon you, sir, if not as a matter of justice and humanity, to withdraw the troops now quartered upon the Island of San Juan, for those troops are not required for the protection of American citizens against British authorities; and the continuation of those troops upon an island, the sovereignty of which is in dispute, not only is a marked discourtesy to a friendly Government, but complicates to an undue degree the settlement in an amicable manner of the question of sovereignty, and is also calculated to provoke a collision between the military forces of two friendly nations in a distant part of the world."

To the foregoing manly and able communication, General Harney replied in an evasive and shuffling manner. In a letter to Colonel S. Cooper, Adjutant-General, Washington City, D.C., August 8th, he stated :

> "That the Island of San Juan has for months past been under the civil jurisdiction of Whatcom County, Washington Territory. A justice of the peace had been established on the island, *the people had been taxed by the Company, and the taxes were paid by the foreigners as well as Americans.* An inspector of customs, a United States officer of the Treasury Department, had been placed upon the island, in the discharge of his proper duties. The British authorities at Vancouver Island were aware of all these facts, and never attempted to exercise any authority on the island, except clandestinely, as reported yesterday, in the case of the pig which was killed."

And continuing, says :

> "When Governor Douglas heard of the arrival of Captain Pickett's command at San Juan, he appointed a justice of the peace and other civil authorities at Victoria, and sent them over in the British ship of war *Plumper*, to execute British laws on the island. Captain Pickett refused to permit them to act as such, and I have now fully and fairly explained all the facts which have any bearing upon the occupation of San Juan Island, which was made an imperious necessity by the wanton and insulting conduct of the British authorities of Vancouver Island towards our citizens."

A DOUBLE GAME.—Such a letter does not reflect creditably on General Harney, who, in connection with it, ordered Lieut.-Colonel Casey, of the 9th Infantry, to reinforce the troops already on the island, and seemed to be playing a double game. Lieut.-Colonel Casey left Fort Steilacoom on the steamer *Julia*, on the 9th August, and landed on the island on the 10th. He reports on the 12th, and describes his landing in a dense fog. He says :

> "After hugging the shore for a few miles I was informed by the captain that we were but a short distance from Captain Pickett's camp, that it was difficult to get along on account of the fog, and that, moreover, the tide was so low that he would not be able to get up to the wharf at the landing for several hours. Finding ourselves in a smooth place near the land, with the coast so depressed at the point as to make the ascent from the shore easy, I landed the troops and howitzers, with orders to the senior officer to move them to Captain Pickett's camp. I proceeded on the steamer around to the wharf, taking with me my adjutant and a small guard for the howitzer, ammunition and other public property."

Ready for a Broadside.—Lieut.-Colonel Casey goes on to report how he found the *Tribune* with her fires up and guns pointed to the landing, "but they did not interfere with the landing of the freight;" although it was Captain Pickett's opinion that they would have given a broadside to the troops if landed just there. This may account for their being landed on the other side of the island on account of low water, which appeared deep enough to bring the *Julia* around to the wharf immediately after the men were landed. No time was lost by Lieut.-Colonel Casey in sending an officer aboard the *Tribune*, with a request that Captain Hornby would call on him at his camp to hold a conference.

Lieut.-Colonel Casey's Report.—Boundary commissioners, Mr. Campbell, in the *Shubrick*, and Captain Prevost, having arrived in the *Satellite*, went ashore along with Captain Hornby to call on Lieut.-Colonel Casey, who continues in his report pompously to say:

> "I informed Captain Hornby that I had landed that morning with a force of United States troops, and explained to him why I had not landed at the wharf under the guns of the frigate. I also said to him that I regretted that Captain Pickett had been so much harassed and threatened in the position he had occupied. I inquired of Captain Hornby who the officer highest in command was, and where he was to be found. He said it was Admiral Baynes, and that he was then on board the flagship *Ganges*, in Esquimalt harbor. I intimated a wish to have a conference with the admiral, and that I would go down to Esquimalt harbor next day for the purpose of the interview. Both the captain and the British commissioner seemed pleased.
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> "The next day, accompanied by Captain Pickett (both of us in full uniform) and Mr. Campbell, I went down to Esquimalt on the steamer *Shubrick*. We anchored near the *Ganges*. I sent to the admiral, by an officer, the note marked 'A'. I received in reply the note marked 'B'. The note marked 'C' was taken on board by Captain Pickett, and handed to the admiral in person. The captain was courteously received by the admiral. Governor Douglas was present in the cabin. After reading the note the admiral handed it to the governor. The governor inquired if I knew he was on board the ship. The captain replied that he had no reason to suppose I did, but that I had not sought an interview with him but with the admiral. The captain then informed the admiral that the steamer was then firing up, but that he would be happy to wait, should he then desire to give me the conference. It was declined, but the admiral reiterated his desire that he would be happy to see me on board the ship. I was of opinion that I had carried etiquette far enough in going twenty-five miles to see a gentleman who was disinclined to come one hundred yards to see me. . . .
>
> "I would advise that the general send an express to San Francisco

requesting the naval captain in command to send up any ships of war he may have on the coast. . . . The British have a sufficient naval force here to *effectually blockade this island* when they choose. . . . I request that five full companies of regular troops, with an officer of engineers and a detachment of sappers, be sent here as soon as possible."

On the 14th, Casey further reported that the *Massachusetts* had landed her guns and ammunition, and that he had directed all the supplies to be brought from that port to Camp Pickett, and that the 32-pounders should be placed in position as soon as possible; from all which it would appear that Lieut.-Colonel Silas Casey was very anxious to bring on a war, and was preparing to sustain a siege.

Preparing for War.—A reply was sent by Adjutant-General Pleasonton from Fort Vancouver, on the 16th, to Casey, approving of his action and stating that a detachment of engineers would be sent; in the meantime to have platforms made for the heavy guns, and cover "your camp as much as possible by entrenchment, placing your heavy guns in battery on the most exposed approaches; the howitzers to be used to the best advantage with the troops, or in the camp, according to circumstances. Select your position with the greatest care to avoid the fire from British ships. In such a position your command should be able to defend itself against any force the British may land. The general has requested a naval force from the senior officer on the coast, and has notified General Clarke, as well as the authorities at Washington, of the existing state of affairs on the Sound. Troops and supplies will be sent you as fast as they can be collected. The general regrets, under all circumstances, your visit to Esquimalt harbor to see the British admiral, but is satisfied of your generous intentions towards them. He instructs you for the future to refer all official communication desired by the British authorities to these headquarters, informing them at the same time that such are your orders."

"Spoiling for a Fight."—On the 18th of August, General Harney sent a despatch to the Commander-in-Chief of the United States army, General Winfield Scott, at Washington, D.C., in which he represents proceedings at San Juan Island from his point of view, and sends a list of the British fleet at Esquimalt as consisting of 5 vessels of war, with 167 guns, 2,140 men, some 600 of which are marines and engineer troops, and that this force had been using every means in its power, except opening fire, to intimidate one company of infantry, but sixty strong. On the 14th of August, he reports, Colonel Casey had five companies with him on the island, and by the time he was writing four companies more would have arrived as reinforcements. General Harney, on the 24th of August, sent another despatch to Adjutant-General Colonel S. Cooper, at Washington, D.C., in which he commented on the letter of Governor Douglas of the 13th, repeating former mis-statements respecting Cutler and the slaughter of the pig, and the arrival of Mr. Dallas in a war ship, etc. Again, on the 29th, he wrote to Colonel Cooper, recapitulating much of what he had said already, bringing in the Hudson Bay Company and the northern Indians, comparing them to the East India Company, which, he said, had crushed out the liberties and existence of so many nations in Asia, and committed barbarities and atrocities for which the annals of crime have no parallel. He characterized the statements or denial of Governor Douglas as "only a quibble."

Another despatch is forwarded by General Harney to the same officer on the 30th, in which he states the troops and artillery on the Island of San Juan numbered 461 men, with eight 32-pounders, with Colonel Casey in command, and that "from the conformation of the island and the position occupied by the troops, the English could not remain in the harbor under a fire from the 32-pounders, but would be compelled to take distance in the Sound, from whence they could only annoy us by shells, which would be trifling. The English have no force that they could land which would be able to dislodge Colonel Casey's command as now posted."

Harney Superseded.—Lord Lyons, her Majesty's minister at Washington, had not heard of the proceedings at San Juan until the 3rd of September, when he at once had a conference with Mr. Cass. On the 7th, the conversation which took place there was reduced to writing and sent to Mr. Cass. The subject was brought before the President of the United States, who expressed the greatest regret and surprise at the unauthorized and unjustifiable action of General Harney. Instructions were issued to General Winfield Scott to proceed to Washington Territory to take command of the United States forces in that district, which superseded General Harney. A despatch was sent by Mr. Cass to Mr. Gholson, governor of Washington Territory, desiring his co-operation.

General Scott's Instructions were dated 16th of September, 1859. He arrived at Fort Vancouver on the 20th of October, and next day had an interview with General Harney. On the 22nd he left for

Port Townsend, and on the 25th October wrote to Governor Douglas, in which he submitted a proposition that Great Britain and the United States should each occupy a separate portion of San Juan Island, and that the number should not exceed one hundred men. To this Governor Douglas replied that he could not agree on the part of Great Britain to land troops on San Juan, without authority from the Government of her Britannic Majesty. On the 2nd of November, General Scott again wrote to Governor Douglas, enclosing a memorandum of a "Project of a Temporary Settlement," which was in effect the former proposal of each nation to occupy the island until the two governments should have time to settle the question of title diplomatically.

Governor Douglas replied on the 3rd of November to the same effect as in his former letter. On the 5th, General Scott informed Governor Douglas that the United States troops on San Juan would be reduced to Captain Pickett's company of infantry, which had been sent there in July last. General Scott further ordered that Captain Hunt and his company and Assistant-Surgeon Craig should remain on the island until further orders; and that Lieut.-Colonel Casey will cause the heavy guns to be replaced on board the propeller *Massachusetts*, to be returned to their former stations. Copies of the orders were sent to Governor Douglas, who expressed satisfaction at the change which had been made by General Scott, and informed him he would represent the case to her Majesty's Government.

Recalled to Report at Washington.—General Harney retained his command under the supervision of General Scott for some time. Indeed it was not until June 8th, 1860, that he received the following notice from the War Department: "Brigadier-General William S. Harney will, on receipt hereof, turn over the command of the Department of Oregon to the officer next in rank in that Department, and repair without delay to Washington City, and report in person to the Secretary of War." Before his recall he had interfered with Captain Hunt, who was withdrawn from the island, but afterwards restored with his company there.

Lord Lyons to Mr. Cass.—Captain Pickett, by Harney's orders, was sent to relieve Captain Hunt on the 30th of April, 1860. As soon as that intelligence reached Washington, Lord Lyons wrote to Mr. Cass, Secretary of State, calling his attention to the change which had been made. General Scott sent the following reason why he had substituted Hunt for Pickett, viz.: "Pickett, on landing on the island, issued a proclamation declaring the island belonged to the United States, and other points offensive to the British authorities, and as my mission was *one of peace*, I thought it my duty to substitute Hunt for Pickett. . . . Hunt (as our officers informed me) was remarkable for firmness, discretion and courtesy. It will be seen by Brigadier-General Harney's instructions to Pickett, of the last month, that Harney considers San Juan Island *as a part of Washington Territory*, and Pickett is directed to acknowledge and respect the *authority of that Territory*. If this does not lead to a collision of arms, it will again be due to the forbearance of the British authorities, for I found both Brigadier-General Harney and Captain Pickett proud of their *conquest* of the island, and quite jealous of any interference therewith on the part of higher authority." Mr. Cass in his reply to Lord Lyons said: "The orders of General Harney, to which your Lordship called attention, have been read by the President, both with surprise and regret. . . . He has been recalled from his command."

JOINT MILITARY OCCUPATION. — Rear-Admiral Robert Lambert Baynes and Governor Douglas finally agreed to a joint military occupation of the island; and on 20th of March, 1860, a detachment of Royal Marines, under Captain George Bazalgette, was disembarked on San Juan. In point of number they were equal to the company of the United States troops under the command of Captain Hunt. They carried their ordinary arms only. The orders issued to Captain Bazalgette were that the object of placing them was for the protection of British interests, and to form a joint military occupation with the troops of the United States. Captain Bazalgette was to place himself in frank and free communication with the commanding officer of the United States troops, that the most perfect and cordial understanding should exist between them, which the rear-admiral felt assured he would at all times find Captain Hunt ready and anxious to maintain.

OTHER QUESTIONS OF IMPORTANCE to both Great Britain and the United States served, from time to time, to divert their attention from the settlement of the San Juan Island question. The 49th parallel Boundary Commission closed in May, 1862. Correspondence of great length continued respecting the island boundary between the Governments of Great Britain and the United States, during 1860; but when the civil war broke out in the United States, in April, 1861, the parties of the North and South stood committed to face a great war, before which all other controversies had to give way. Great Britain did not press the question of the boundary on the Government of the United States in that hour of difficulty, so it remained in abeyance until 1868.

Whiskey Sellers Cause Trouble.—The island continued in the joint occupation of the two governments. Captain Hunt filled his position faithfully, but fell in the good graces of the "United States subjects," who accused him of insulting the whole of the inhabitants of the island, and that his conduct was gross and ungentlemanly. They got up a petition to General Harney to have Hunt removed. It turned out that the trouble was with a few illicit liquor dealers, who lived by dealing poison to the soldiers, and who had no other stake on the island than that arising from their ill-gotten gains. The whiskey sellers (three of whose names were on the petition) were banished from the island. Captain Gray, some time afterwards, succeeded Captain Hunt. He got into trouble with Jared C. Brown, deputy marshal ot Port Townsend, who complained to Secretary of State Seward that Captain Gray refused to be arrested. The deputy marshal was met by Gray's men, who supported their captain in the charge against him, which was that he had ejected from the island a troublesome squatter who had built a fence between the military post and the landing. The process was returned "unserved."

Sundry Important Questions to be dealt with.—The *Alabama* claims, the naturalization question, the fishery question and the reciprocity treaty with Canada, each came up in the interim. In February, 1868, Mr. Seward, in compliance with a resolution of the United States senate of 18th December, 1867, presented a report, together with a number of papers known as "American State Papers," in which reference was made to the Island of San Juan. A protocol was signed at London on the 17th of October, 1868, by Lord Stanley and Reverdy Johnson, agreeing to refer the location of the boundary line to some friendly sovereign according to the treaty of 1846. The President of the Federal Council of the Swiss Republic was named as arbitrator. Lord Clarendon having succeeded Lord Stanley at the foreign office, another convention was held, embodying certain amendments, but nominating the former arbitrator. A new treaty was signed by Clarendon and Reverdy Johnson, January 14th, 1869. When it was brought before the senate in April for ratification, it was decided by that body to defer further consideration until the next session, to open in December, 1869. The proviso of the United States constitution which requires the assent of the senate to the ratification of a treaty by the president, may be used to place the negotiating party in an awkward and humiliating position.

EMPEROR WILLIAM'S DECISION.—Further delays kept the question in abeyance until 1871, when commissioners were sent to Washington to hold another convention, at which it was agreed that the San Juan Island boundary question should be submitted to the arbitration and award of Emperor William of Germany. The German emperor accepted the office of arbitrator. The case was laid before him with maps and documents, by the United States minister in Germany, Geo. Bancroft, and by the British *charge d'affaires*, Mr. Petre, who had the responsibility of presenting the arguments on both sides. Captain (afterwards Admiral) Prevost, the British boundary commissioner of 1859, was also present in Berlin, to advocate his views. The award was not made until October 21st, 1872, when, incomprehensible as it may appear, in view of the whole facts, it was given in favor of the United States. The people of British Columbia, though grievously disappointed, accepted the decision magnanimously. Had the Emperor's decision been the middle channel, as was proposed, it would have been a convenience to have kept possession of San Juan, and prevented the island from being used as a smuggling rendezvous; yet the colony did not notice the difference, and continued to prosper without it. In a few weeks after the award was made known, the British troops were withdrawn from the island. The best of good feeling existed between both officers and men of both nations during their joint occupation of the island.

CHAPTER VII.

RAPID SPREAD OF MINING NEWS.

Gold Discoveries.—The summer of 1858 was an active and anxious time for Governor Douglas. Along with the ordinary business of the colony and the Company, came the San Juan boundary difficulty and the gold excitement, which latter, of itself, as it developed, must have required an extraordinary amount of care and attention. The solicitude of the home Government, as manifested in the admirable despatches from Lord Lytton, to have the new colony based on just and liberal principles and in consonance with British law and freedom is evident, and required a man of the ability of Douglas to carry them into effect so ably and harmoniously.

Thompson and Fraser Rivers.—In 1857, the Hudson Bay Company had received, from October 6th to the end of the year, three hundred ounces of gold through their agents at the Thompson and Fraser Rivers. The officers of the Company at Victoria were aware of the auriferous wealth of those rivers. Governor Douglas, in a despatch dated December 29th, to Secretary of State Labouchere, states, that "the auriferous character of the country is daily becoming more developed, through the exertions of the native Indian tribes, who, having tasted the sweets of gold-finding, are devoting much of their time and attention to that pursuit." Other parties from Oregon and Washington Territories had come north by way of Colville, and found their way to the junction of the Thompson and Fraser Rivers. They found several rich bars in that vicinity and worked them with good success.

Authority Required.—Hearing of this success, John Scranton, an experienced miner, McMullin, governor of the territory, and Secretary Mason, accompanied by Ballou, also a miner, and several others, proceeded to Victoria to ascertain the truth of the reports which they had heard. The reports were confirmed, and a proclamation was issued by Governor Douglas, bearing the date of his despatch to Labouchere, declaring that, as the gold-bearing regions referred to at or near Thompson and Fraser Rivers belonged to the Crown of Great Britain, all persons were forbidden to dig or disturb the soil in search of gold until authorized in that behalf by her Majesty's colonial Government.

The News Spread Rapidly.—This information made the inquirers from San Francisco more anxious. On their return the news spread like wild-fire. Ballou, having been engaged in the southern mines, and also in the northern mines, partly as an expressman, forthwith made arrangements to start "Ballou's Express" from San Francisco to the Fraser River mines. Governor Douglas further reported to Labouchere, January 14th, 1858: "There is reason to suppose that the gold region is extensive, and I entertain sanguine hopes that future researches will develop stores of wealth, perhaps equal to the gold-fields of California — the geological formation being similar in character to the structure of the mountains in Sierra Nevada."

Natives Jealous.—He also wrote on the 6th of April: "The search for gold up to the last dates from the interior was carried on almost exclusively by the native population, who had discovered the productive mines, and washed out all the gold, about eight hundred ounces, thus far exported from the country, and that they were extremely jealous of the whites digging for gold. In addition to the diggings before known on Thompson River and its tributary streams, a valuable deposit has recently been found by the natives on the bank of the Fraser River, about five miles beyond its confluence with the Thompson; and gold in smaller quantities has been found in possession of the natives as far as the great falls of the Fraser, some miles above the Forks."

The Golden "Aurora Borealis."—Thus the discovery became known and spread with astonishing rapidity. A descriptive writer says: "It is noised abroad that gold abounds in British Columbia. Then men everywhere throughout the world begin to study their maps to see where is situated the favored isle that guards the auriferous mainland. California is to be outdone, as the rivers of British Columbia are larger than those of California. The glories of Australia shall pale before this new golden *aurora borealis*. As in California the precious metal was most abundant near the sources of the streams, and was thought by some to have flowed in with the streams from the north; so in the north, it is now expected, may be found the primitive source where the deposits were originally formed.

And so the settlers on Vancouver Island, on the Cowlitz, and on the Columbia, leave their farms; then the servants of the monopoly fling off their allegiance; the saw mills round the Sound are soon idle, and finally wave after wave of eager adventurers roll in from the south and east, from Oregon and from California, from the islands and Australia, from Canada and Europe, until the third great DEVIL-DANCE of the nations within the decade begins upon the Fraser."

CREWS DESERT VESSELS.—The San Francisco *Herald* of the 20th of April, 1858, recorded that the excitement was fully equal in extent to that which arose in the Atlantic States from the reports of gold discoveries in California in 1848-9. Several hundred persons had gone to Fraser River from Puget Sound. The excitement was much greater in Washington and Oregon Territories than on Vancouver Island. Crews brought vessels from San Francisco for lumber to Puget Sound, and then deserted them. From the interior of California all classes abandoned their occupations and made their way to San Francisco. In April the whole of the country was in a ferment. Hundreds from the northern counties of California took the overland route; companies of men, numbering from four to five hundred, accompanied by pack trains, travelled by the interior route. They found it necessary to travel in large companies for protection against Indians.

THE OVERLAND ROUTE.—The route taken was by Okanagan to Kamloops. A train of waggons drawn by oxen came from Portland, encamping at Dallas. The loads were provisions, and each waggon contained about three thousand pounds. The Columbia River was crossed at Okanagan by swimming the oxen and placing the waggons and freight on canoes lashed together. The companies which travelled by pack trains moved more rapidly than the "bull trains." Palmer, who organized the cattle train, made a second trip in 1859, going as far north as Alexandria and Lightning Creek. The oxen were sold for beef after arriving at their journey's end. Another route was by Whatcom and Puget Sound, but the main body of miners came direct from San Francisco.

WELL ORGANIZED.—One of those companies from Oregon and California, which was organized under the leadership of David McLaughlin, remained at Walla Walla a few days to recruit. They had, according to Bancroft, about three hundred and fifty horses and mules, and numbered one hundred and sixty men, all well armed with revolvers, ninety rifles, besides other arms. Before starting, Mr. Wolfe, a trader from Colville, arrived at their camp and informed them of the hostile attitude of the natives along the proposed route, advising a thorough military organization. Four divisions were accordingly formed and placed under the command of James McLaughlin, Hambright, Wilson and another. The Walla Wallas, Palouses, Okanagans and other tribes were hostile. The party passed through the Grand Coulee to Okanagan. On their way over the Columbia plains, a German who had lagged behind was seized by the savages and killed.

Indian Fortifications.—After crossing the Columbia, and travelling for two or three days, when near the boundary line on the east side of Okanagan River, the party came to a hill on which were rude fortifications, and Indians in force on each side of the road, which there had to pass through a canyon. McLaughlin discovered an Indian's head peering over a rock. The men took promptly to their work, and fought till night. None of the animals stampeded; they and the trains were conducted to the plateau below. While the riflemen continued after nightfall facing the Indians, a detachment prepared rafts to cross the river, with the intention of flanking the savages in their defences and formidable fastnesses.

Fires and Counter-fires.—Three of the Californians were killed, and seven were wounded, but recovered. In the night the Indians set fire to the grass, and the gold-hunters set counter-fires, but neither party succeeded in burning the other out. Next morning the white men proceeded to bury their dead, and discovered that the Indians had abandoned their stronghold. It had about a hundred breastworks, each made to shelter one Indian. At the time of the attack eighty savages occupied the places of shelter.

The Prowling Savages Follow.—Between two and three days after the skirmish referred to, another attack was made on the party, this time on the west side of Okanagan River. A hundred mounted warriors rode down upon them, with the intention of separating the party from their animals. The purpose of the savages was anticipated and prevented. After considerable delay and parley, peace was made with the hostile tribe, the Okanagans, and the gold-hunters continued their march without further delay. The prowling savages, with hostile and thieving intent, continued to follow them to a point within three days' march of Thompson River. That stream was reached twelve miles above its mouth. Wolfe, the trader, had sixty head of cattle stolen by the Indians during the trip.

Over Thirty Thousand People.—According to the estimate of John Nugent, who acted as consular agent for the United States, in May, June and July, 1858, at least twenty-three thousand persons went from San Francisco by sea, and about eight thousand overland, making an aggregate of over thirty thousand in the course of the season. Out of this vast number, the same authority says they all returned to the United States before January, 1859, with the exception of about three thousand. The emigration was encouraged by steamboat owners, who reaped a rich harvest by the excitement. All sorts of craft were engaged in the transport trade—crowded and uncomfortable. A writer says: "The worm-eaten wharves of San Francisco trembled almost daily under the tread of the vast multitude that gathered to see the northern-bound vessels leave." Many of the adventurers were well supplied with tools, and brought plenty of money to invest in land and other speculations. The money, as a rule, was placed in the hands of the Hudson Bay Company, as the only safe in the country was owned by them in Victoria.

Gold Dust on Deposit.—On the 20th of April, 1858, the steamer *Commodore* left San Francisco with the first party of four hundred and fifty of those adventurers. Governor Douglas, writing to London of their arrival, says: "There seems to be no want of capital among them. About sixty were British subjects, sixty Californians, and the remainder Germans, French and Italians." Mr. Finlayson, the treasurer of the Hudson Bay Company, received such gold as they wished to deposit for safe keeping. He required that each man's gold should be placed in a sack and sealed, with the owner's name on it, and a receipt granted. When the owner wanted the money, he produced the receipt and the sack was handed over to him; or if he wished to use a portion of the contents, he might take it out of the bag and put on a new seal. There was no counting of the money. Mr. Finlayson, in later days, referred with justifiable pride to the fact that not one instance of complaint or loss ever occurred.

Townsend and Whatcom.—Before navigation on the Fraser was properly established, the Pacific Mail Company, of San Francisco, landed passengers at Port Townsend, in Puget Sound. Whatcom, also, was made a landing-place for the miners, and an attempt made to establish a town there. A trail was made overland to the diggings, but subsequently abandoned, when Fraser River was found practicable for large steamers. It was arranged that by payment of a royalty for each trip, United States steamers were permitted to enter the Fraser, and run from Victoria to Langley and Hope. The trail from Whatcom touched the Fraser at Smess, twenty miles above Langley. The fare being twenty dollars from Victoria to Yale, many of the miners provided their own boats, and it is stated that hundreds of them were never heard of after leaving Victoria, having been swamped in sudden storms or by treacherous tide-rips. Not a few returned to Victoria, after attempting to pass through the numerous channels of the Haro Archipelago, which required some skill to navigate them with safety or prevent getting bewildered amongst their tortuous passages.

THE RATES OF PASSAGE from San Francisco were: first-class, by steamer, $65; steerage, $35; by sailing craft, from $25 to $60. Cornwalis estimated that up to the 20th June, 14,000 persons had embarked at San Francisco by steam and sail. Commander R. C. Mayne, of the Royal Navy, who was at Victoria and in British Columbia in connection with the Admiralty surveys during the gold excitement, had an excellent opportunity of knowing the exact state of affairs. He says: "The excitement in Victoria, I think, reached its climax in July. On the 27th of June, the *Republic* steamed into Esquimalt harbor from San Francisco with 800 passengers; on the 1st of July, the *Sierra Nevada* landed 1,900 more; on the 8th of the same month, the *Orizaba* and the *Cortez* together brought 2,800; and they all reported that thousands waited to follow. The sufferings of the passengers upon this voyage, short as it is, must have been great, for the steamers carried at least double their complement of passengers. Of course, Victoria could not shelter this incursion of immigration, although great efforts were made, and soon a large town of tents sprung up along the harbor side."

As the bustle increased so did the work and responsibilities of Governor Douglas. Despatches to and from the home Government multiplied, and, whether sent or received, required thought and consideration. Thousands of natives also were attracted to Victoria which added to the confusion, and it was fortunate that the Hudson Bay Company understood how to manage them so well, and had them so much under authority. Reviewing the state of affairs just then, Bancroft says, "the country was transformed, as by magic, from staid savagery to pandemonium."

War Vessels.—Fortunately for Governor Douglas, there were at Esquimalt a large fleet of British war vessels. The *Satellite* and *Plumper* were engaged in making surveys of the coast and defining the various channels around the islands in the Gulf of Georgia. Admiral Baynes also arrived in the *Ganges* accompanied by the *Tribune*. The *Otter* and the *Beaver*, belonging to the Company, were also available, and were armed with boarding nettings, etc. The *Satellite* was stationed at the mouth of the Fraser, with revenue officers aboard to collect toll on vessels entering the river. The *Plumper* assisted in enforcing the regulations. It was necessary to establish some sort of government to maintain peace and order, and although Governor Douglas was only appointed to govern the colony of Vancouver Island, he assumed authority as being the nearest representative of Queen Victoria to the mainland.

Visit to the Mainland.—A proclamation was issued on the 8th of May, 1858, warning all persons that "any vessels found in British north-west waters," not having a license from the Hudson Bay Company, and a sufferance from the customs officer at Victoria, should be forfeited." To see for himself how the mining crowds were operating, Governor Douglas proceeded to the mainland. He was anxious especially that peaceful relations with the natives should be maintained. He knew from the history of mining in California that serious collision with the tribes might occur. The Indians argued that as they had received pay for their furs, they must also have pay for gold, and did not wish strangers to come into the country and carry it away from them.

Licenses Granted.—On arriving at Langley, then the metropolis of the mainland, Governor Douglas found speculators taking possession of the land, and even staking out lots for sale. He also found sixteen canoes without license; they were seized, but released and passes granted on the payment of five dollars each. Goods found for sale by traders were seized and forfeited as contraband. On his way to Fort Hope, he received letters from Mr. Walker, in charge there, stating that "Indians are getting plenty of gold, and trade with the miners. Indians' wages from three to four dollars per day. There were miners at Hill Bar, two miles below Fort Yale, making on an average one and a half ounces per day, each man. Eighty Indians and thirty white men were employed." A log house and store was built a short distance from the fort, and a boarding house opened a short distance beyond the fort. Thus it was evident that the fur trade in that region was ruined, as the Indians had caught the gold fever as well as the white miners.

A STANDARD LICENSE.—Fort Hope then became the most important place on the mainland, on account of its mineral surroundings. The governor found it necessary to establish mining regulations and licenses, as previous to his arrival the miners has posted regulations amongst themselves on Hill Bar. A claim according to their law consisted of twenty-five feet frontage; but the standard license was granted on payment of twenty-one shillings by each miner, and must be carried on the miner's person, for access and examination. Sunday was to be observed. One claim, 12 feet square. To a party of two miners, 12 feet by 24; to a party of three miners, 18 feet by 24; to a party consisting of four miners, 24 feet by 24 = 576 square feet, beyond which no greater area would be allowed in one claim.

PROVISIONS SCARCE.—The governor visited several of the mining camps in the vicinity. He had a meeting at Fort Yale with several chiefs, and cautioned them as to their behavior towards the whites. Richard Hicks, an English miner, was appointed revenue officer at a salary of forty pounds a year to be paid out of the revenue of the country. Gold was plentiful, more so, the miners think, than formerly found in California. Provisions were scarce—pork, coffee and flour, each one dollar a pound. Therefore permission was, on the governor's return to Victoria, granted to two steamers to carry provisions as well as passengers to the Fraser River diggings. The matter was made the subject of a conference, held 10th June, 1858, between the Council and members of the Assembly. The speaker pointed out that, as the Hudson Bay Company would not be able to supply the large number of people that would be at the mines in a very short time, it would be necessary and proper to allow vessels to carry provisions.

INDIAN OPPOSITION TO "BOSTON MEN."—GEORGE PERRIER was created justice of the peace at Hill Bar. Several Indians were also appointed magistrates to bring to justice any members of their tribes who might be charged with having committed offences. Bands of natives were becoming troublesome and more opposed to the presence of white miners. Governor Douglas who always had great influence with the Indians, got matters quieted down. The miners who came in from California and Oregon by the Colville route, met with great opposition from the natives, whilst the Hudson Bay traders were allowed to pass through unmolested. It does not follow from this that the officers of the Hudson Bay Company instigated the attacks of the hostile Indians. On the contrary, it was through their influence that an Indian war was avoided on the British side of the boundary line. The real cause was the general antipathy of the Indians against the "Boston men," and that on the United States side of the line several engagements had taken place between Colonel Steptoe and the Indians of the Columbia.

AN ENCOUNTER.—In August the Indians had become so bold that on the 7th of the month they killed two Frenchmen on the trail above the Big Canyon. When the news of the outrage reached Yale, forty miners immediately organized under Captain Blouse, to force a passage to the Forks. On reaching Boston Bar, they united with about 150 miners who had gathered there. They had an encounter on the 14th of August, near the head of Big Canyon. The fight lasted three hours. Seven Indian braves were killed. The Indians were routed, and whether hostile or peaceable, were all driven out of the canyon. The company returned to Yale, where on the 17th two thousand miners attended a meeting to consider the best mode of dealing with the Indians.

SNYDER CHOSEN LEADER.—A leader was chosen by them, H. M. Snyder, whom they elected captain of the force. Over 150 men were enrolled under Snyder's leadership and his lieutenant, John Centras, who represented the French-Canadians. A small party of Whatcom men enrolled themselves under Captain Graham. On the 18th the whole force set out for Spuzzum, carrying a few days' provisions. They encamped at the *Rancheria* for the night. Their number was there augmented to about two hundred men. Snyder held a meeting, and represented the necessity for united action in order to bring the expedition to a successful and speedy issue. He also advocated conciliatory measures, and, after some argument, had a majority in favor of the Pacific plan, and was voted the recognized commander.

BAD MANAGEMENT.—Snyder, without delay, marched with his men to Long Bar, where the most troublesome of the natives were assembled. He held a parley with them, at which they declared they desired peace, so he concluded a treaty with them. A flag of truce (white) was sent, along with five natives, to a place about four miles distant, where Graham's party had promised to wait. Instead of honoring the flag, he took it and trampled upon it. The Indians retired, and Graham camped there for the night. Before morning an attack was made by the Indians on Graham's camp. He and his lieutenant were killed by the first fire. The Indians at once retreated, having apparently obtained sufficient revenge for the outrage which they considered had been made on their flag. Snyder continued his march along the Fraser to Thompson River, returning on the 25th to Yale, having made treaties of peace with two thousand Indians between Spuzzum and the Forks. In the course of the campaign thirty Indians were killed, and they nearly all by the rifle company at the beginning of the fight.

Peace Restored.—In the meantime Governor Douglas had prepared to make another journey to the mining region, with thirty-five sappers and miners and twenty marines from the *Satellite*, but on hearing of the result of Snyder's expedition, did not deem further interference necessary. The miners set to work again on their claims. Along the Fraser River they had no further trouble with the Indians, who rather assisted the magistrates in keeping order, by arresting gamblers and other outlaws that otherwise might have escaped the vigilance of the local officials. The trails towards Lytton were then considered safe for travel, and were crowded with miners carrying their provisions and outfits towards the interior. Government affairs were progressing quietly at Victoria, notwithstanding the great stir caused by the numerous arrivals and departures which took place daily.

A conference was held at the Government House, on the 10th of June, 1858, between his Excellency Governor Douglas and his Council—John Work and Roderick Finlayson—and the following members of the Assembly: Messrs. Skinner, Yates, Pemberton, McKay and Dr. Helmcken. The subjects were:

1. Exclusive Trade and Navigation.—With regard to the rights of the Hudson Bay Company, as to the exclusive right of navigation and trade, Dr. Helmcken suggested that the license granted them referred only to trade with Indians and not to white men. His Excellency replied that at the time of granting the license there were no white men resident in the territory, and that therefore they did possess the exclusive right of navigation and trade.

2. Navigation Laws.—Whether the executive had assumed any authority over Fraser River, his Excellency said he had not assumed any such authority; but as representative of the Crown he had taken measures to preserve law and order, and had made regulations enforcing the navigation laws of Great Britain. He had allowed persons to go up the river, and granted them licenses to mine; had appointed custom house officers and justices of the

peace, and had called upon her Majesty's ship *Satellite* to assist in preventing any violation of the navigation laws.

3. THE GOVERNOR'S AUTHORITY.—On the point, by whose authority the "suffrances" to Fraser River navigation are granted, the governor stated they were granted by him by virtue of the power vested in him as representative of the Crown, as well as by the consent of the agents of the Hudson Bay Company. The Speaker (Dr. Helmcken) suggested that the miners, having been allowed to go up the river, and the Government having in a greater or less degree assumed control of the stream, it would follow that these people had a right to be supplied with provisions, exclusive of the Company's monopoly, and therefore that British vessels, duly cleared here, had a right to proceed up the river for that purpose; and that if the Hudson Bay Company had neither the means nor inclination to supply the large number of people that would be at the mines within a short time, it appeared probable that starvation or serious calamities would ensue. It would therefore be necessary and proper to allow vessels to carry provisions. The governor replied that the matter had given rise to serious deliberation and attention. Already permission had been granted to two United States steamers to carry passengers and provisions, under certain restrictions. Necessity had compelled this action, and had also forced him to act more or less illegally, but not unjustly. Should an emergency arise, permits would of course be granted to other vessels for like purposes, and every possible means be adopted for the prevention of suffering in the mining region.

4. ADDITIONAL VIEWS EXPRESSED.—Touching the future government of Fraser River, his Excellency said he could not make known the facts, as the matter was under consideration, but the regulations and stipulations would not interfere with the rights of the Hudson Bay Company, and the House of Assembly must recollect that what had been done was the conjoint act of the governor as executive, and the governor as part of the Hudson Bay Company; and that he had been actuated by two motives: (1) To do full justice to the Hudson Bay Company; (2) To promote, by every legitimate means, the welfare and prosperity of the colony. He was always willing to impart information to the House, and was pleased that the conference had been asked. The deputation then withdrew.

CHAPTER VIII.

WATER QUESTION AND LAND REGULATIONS.

Water Supply.—The House of Assembly was called together, at the request of his Excellency the Governor, to meet on July 3rd, 1858. Present: Messrs. Skinner, McKay, Yates, Pemberton and Speaker Helmcken. A petition signed by Messrs. Peck, Anderson, Young and Pearse, was received and read. The petitioners proposed to form a company for supplying the town of Victoria with water, at one cent per gallon, provided that the monopoly of supplying the town be granted to them for the term of fifty years; at the expiration of which time all the property of said company should fall to and be vested in the corporation of the said town of Victoria.

A Definite Scheme Required.—After some discussion, in which the urgency of the case was allowed and the necessity for a supply of water admitted by all, Mr. Pemberton, seconded by Mr. Yates, proposed,—"That this House is of opinion that an exact and definite scheme should have been proposed, with correct plans and estimates, showing its features and probable profits. The water company should also state all particulars as to its formation, the number and amount of shares and stockholders, and the amount of capital that would be deposited previous to obtaining any grant from the House." The resolution was unanimously adopted.

Registration Bill.—Mr. McKay asked leave to bring in a bill on the subject of registration of real estate. Leave granted. First reading, July 8th. The Speaker then informed the House of his intention, with their permission, to resign his present position, and trusted the House would elect an honorable member to fill the chair. An explanation was given that the Speaker's resignation would cause a dissolution of the Assembly. The Speaker therefore agreed to continue to fill the chair until the next general election.

The Assembly met again on the 8th of July. Present: Messrs. Pemberton, Yates, Kennedy, McKay, Skinner and Speaker Helmcken. A petition from Messrs. Anderson and Pearse was received on the subject of water monopoly, setting forth the impossibility (in their opinion) of forming a company for supplying the town of Victoria with water, unless the House should grant such a body the privileges prayed for in their original application.

THE WATER QUESTION POSTPONED.—Mr. Pemberton, seconded by Mr. Skinner, moved,—"That this House cannot re-enter upon the question unless the resolution of the House (on July 3rd) be complied with." The mover said that in all cases of companies being formed, plans and calculations were made showing the feasibility of the enterprise. The House could not enter upon such subjects without having accurate data upon which to found an opinion. The objects of government in such instances were to prevent any public or private losses by fraudulent or frivolous schemes. Moreover, it was beneath the House to pledge itself upon any private question. He was well aware that preliminary expenses were incurred, but such risks were unavoidable, and were part of the scheme. He was quite sure that the House would lend its assistance to any scheme which would tend to advance the prosperity and comfort of the colony. The resolution was unanimously adopted. Mr. McKay asked leave to postpone the first reading of the Registration of Real Estate Bill for ten days. Leave granted. The foregoing is a sample of how legislation was carried on at Victoria in the early days of the colony of Vancouver Island.

THE PARLIAMENTARY WORK in 1858 does not appear to have been very onerous. The Assembly met a few times in July and considered the water question, and resolved that his Excellency be requested to "cause the springs and lands adjacent to the old well, which formerly supplied the town of Victoria with water, to be reserved for the use of the public." In committee the House further considered the petition of Messrs. Young, Anderson and Pearse, relative to a water company, and recommended "the House to grant a monopoly for the term of ten years, to a joint-stock water company proving itself the best qualified to supply the town of Victoria with water, in the most economical and satisfactory manner, and at the earliest period."

HENRY TOOMY and his associates presented a petition praying for certain privileges, and liberty to form a company to supply water to the town of Victoria. Referred to committee at next meeting of the House. The necessity for a public hospital was discussed. There being a surplus of funds from the licensing of taverns and beer houses, returns were asked for, showing the revenue for the current year, and with the view of voting supplies for next year. The dangerous condition of some of the bridges and the obstructions to streets from building operations were discussed. Mr. McKay's Registration Bill was introduced. It proved to be a comprehensive and valuable document. Many of its clauses are acted upon at the present time. The proposed salary to the registrar was not to exceed £1,200.

The House of Assembly held an important meeting on September 23rd. Matters relating to streets, water and gas were discussed, and the Bill of Supply for the year was passed, as follows:

> "Whereas, it is necessary that certain sums of money, amounting to £3,000, be supplied for certain useful purposes within the colony, be it enacted by the House of Assembly of Vancouver Island, by and with the consent of his Excellency the Governor and honorable Council:
>
> "1. That £2,000 sterling be applied for the waggon roads in certain portions of the District of Victoria, viz., Wharf Street, from Victoria Bridge to the south end of Fort Victoria; Government Street, from the ravine to Humbolt Street; Johnson Street, from Victoria Bridge to Government Street; Yates Street, from Wharf Street to Government Street.
>
> "2. That £600 be applied to improving the road from Victoria Bridge to the hospitals at Esquimalt.
>
> "3. That £150 be granted for the use of the House of Assembly of Vancouver Island.
>
> "4. That the various sums mentioned above be paid out of the funds received from the licenses to inns, public and beer houses."

Education was not neglected. The colonial school at Craigflower was examined July 31st. The report says: "The governor, who has always been present on former occasions, was hindered from coming by business." The Rev. E. Cridge, assisted by the teacher, Mr. Clark, made the examination, which showed that the pupils had made a marked improvement since last year. Prizes sent by the governor were given to Jessie McKenzie, William Lidgate, Christina Veitch and Dorothea McKenzie, in the first class, and four others in the junior classes. The girls of the school had prepared a present of useful needlework for the governor, which, with an address from them, was duly forwarded to his Excellency. The Victoria colonial school was examined on the 4th of August, by Rev. Mr. Cridge and the teacher, Mr. Kennedy. Good progress was reported, and prizes given to Daniel Work, William Leigh, James Pottinger, and others in the junior classes.

An Impromptu Speech.—When Captain Richards, the boundary commissioner, had arrived and was being received at the fort by Governor Douglas, on the 19th of July, the procession of officials was detained for a short time by the firing of a salute. A large body of miners was present, and one of them asked the governor for his advice about their future movements. With that courtesy for which his Excellency was celebrated, he complied in a very neat speech. After referring generally to rumors, etc., he said:

"I will tell you as my own settled opinion that I think the country is full of gold, and that east and north of the Fraser River there is a gold field of incalculable value and extent; and, if I mistake not, you are the very men who can prove by your courage and enterprise whether my opinion be right or wrong. . . . Now go on and prospect, and in a few weeks you will be able to tell me what Fraser River is. Take mining tools and food in abundance; you will then be independent of others, and may go to whatever part of the country you choose. I would not advise you to go beyond Fort Yale with your canoes, as the river is dangerous above that point; neither would I advise you to take the Fort Hope road, as you cannot carry enough provisions to last you over the journey. The route by Harrison River is, I think, the best, and we are now preparing to get a road opened that way. . . . Let me say one word about the Indians. They are all friendly and all thievish, therefore have an eye to your things, and do not leave them exposed, for in that case the Indians will steal them. Get on with them as quietly as you can, and Government will protect you. Be careful of your revolvers, and be not too ready to use them in your own cause. The law of the land will do its work without fear or favor. Therefore appeal to it in all cases; let IT do justice between man and man; let IT defend your rights and avenge your wrongs. Now, my friends, go on and prosper; there is hard work before you, and I hope you will be repaid with rich strikes and big nuggets. One word more about the views of Government. The miner who acts in submission to the laws, and pays the Queen's dues like an honest man, shall be protected in person and property; and as soon as good and trusty men are found, measures will be taken for the conveyance and escort of gold from the mines to this place. Every miner will give in his own sack and his own weight, and have it addressed and sealed in his own presence, and get a receipt for a sack *said to contain* so much gold dust. It will be deposited in the public treasury at Victoria, and delivered to the owner on production of the deposit receipt. There will be a charge made for the expense of conveyance, but that will be a small matter compared to the security of your property. I now wish you all well, and shall not detain you by any further remarks."

The free port of Victoria is referred to by a writer in the Victoria *Gazette* of the 24th of July, 1858. After stating that the United States Government prohibited all navigation of their inland waters, loud denunciations were indulged in at a British river, (the Fraser) being closed to their commerce.

"They exact a tax of $5 per month," says the writer, "from foreign miners only, they impose a head tax on all foreign immigrants, and to crown all have legalized a heavy property and stamp tax; nay, even a double tax on the merchants of San Francisco.

"And now, what state of affairs do we find here? Victoria a free port—free from all duties, free from harbor and pilot dues, and perfectly free for the mercantile interests of all nations—on an equal footing. The land titles here are direct from the Crown—a title which none can gainsay; a simple tax of $5 per quarter is demanded from the miner (no distinction is made between the subjects of Great Britain and any other nation). You see here no array of policemen to enforce the due observance of the Sabbath, yet the Sabbath is most strictly observed.

"Again the Hudson Bay Company keep constantly on hand a large supply of stores, which they cheerfully supply to the people at barely remunerative rates; and it is conceded that but for the Company provisions would have been, ere this, at famine prices. Even now, and for weeks past, their stores have been crowded with purchasers, who admit that they can buy at thirty per cent. less than from the regular trades.

"Were it necessary I could enumerate many other evidences, all tending to prove that the government of Vancouver Island is administered with an impartiality, consistency and wisdom which was not to have been anticipated. As regards Governor Douglas, during the extraordinary excitement which has existed here, his administration has been the theme of universal admiration, and so far as his acts being 'repulsive to the people,' he is, without exception, the most popular man on the island. He is admired for the ease and facility with which he causes the laws to be strictly, though quietly, enforced, not only for his affability and courtesy to strangers, but he is likewise esteemed as a gentleman *au fait* in all emergencies and in every way qualified to represent and guard the important interests committed to his charge."

Public Notices.—The appointment of Alexander C. Anderson as collector of customs at Victoria, is noticed in the Victoria *Gazette* of July 3rd, and on the 15th of July he publishes the following notice: "To avoid misapprehension, miners are informed that there is no restriction on the amount of provisions that they are allowed to take up the Fraser River for their own private use. Everyone is permitted to take all his necessary supplies without let or hindrance." Amongst other notices in the *Gazette* about that time, it is stated that a letter designed to go to New York requires to have twelve and a half cents paid on it in Victoria, and to have in addition a United States stamp on the envelope; that lumber had risen in price to $110 per thousand feet, on account of the large number of buildings being erected; that a license for selling and retailing all kinds of liquor was £120, for wholesale dealing in liquors £100, and for retailing beer £50 per annum; that 1,900 passengers had arrived at Esquimalt, in the *Sierra Nevada*, from San Francisco, on the 1st of July; that Governor Douglas had ordered two fire engines from San Francisco; that the overland travel through Yreka, *via* Colville, for the Fraser River country, was estimated to average 100 per day, and that about 2,500 had left by that route up to the 10th of July; that upwards of 3,500 mining licenses had been granted in Victoria up to the 10th of July, 1858. The issue of July 24th says: "Building is going on briskly in all quarters of the town. Our only brick building is nearing completion, and is shortly to be opened as a hotel." [This building has been used as a hotel to the present day. Its moss-covered roof and weather-worn chimney tops indicate its age of nearly half a century, but the walls will last as long as they are kept covered with paint and "pointed," as the bricks now are.—ED.]

SALE OF TOWN LOTS.—An extensive sale of Esquimalt town lots took place, by auction, on the 12th of July. Twenty-five lots were sold that day, the prices ranging from $1,450, the highest, which was paid by Ah Gim, a Chinese merchant from San Francisco; the lowest brought $375. Seven Chinese were the principal buyers. The lots measured 30x100 feet. Terms: Ten per cent. at sale, remainder of first half of price when papers were given, and the balance (one-half) at the expiration of three months, without interest.

SEARCH AFTER GOLD—A GRAPHIC DESCRIPTION.—From the following description of the route to the Upper Fraser, between Forts Hope and Yale, sixteen miles, a tolerably fair idea may be had of what the miners had to put up with in their search after gold. The writer states:

> "There is but little mining on the river until about four miles above Fort Hope, where bars begin to form, diverting the channel of the stream and affording a field for mining operations. There are probably 2,000 men engaged in mining on the river between Forts Hope and Yale (July 28th), on Gassy Bar, Emory's Bar, Hill's

Bar, Texas Bar, and other places. T. H. Moreland, a Californian miner, said he had been working six weeks and averaged $50 a day, and had never taken out less than an ounce ($16) in any one day, and some days as much as $90. Beyond doubt very rich strikes have been made on Hill's, Emory's and Texas claims. They can only be bought at very high prices.

"At all the bars we passed, preparations were being made for the coming winter, in the erection of substantial log houses. At Hill's Bar I counted forty log houses already built, and several in the course of construction. In all the tents and houses that I examined, and I paid particular attention to the subject, there were flour and provisions enough to last its occupants from one to four months. There is no scarcity of provisions, nor any starvation at any point on the river that I have visited which extends to New York Bar, two miles above Fort Yale. There may be some articles of luxury deficient, but I refer to the great staples—flour, bacon, pork, beans, tea, sugar, coffee, etc. The miners generally are in good spirits and sanguine of doing well when the river falls. To be sure, there were a few discontented men—persons unaccustomed to the rough life before them, and who set out with entirely erroneous ideas as to the country, and unprepared for the hardships and deprivations attendant upon living in a wild, barren territory, peopled with rude savages. Such, no doubt, will soon return to their old homes, carrying tales of discouragement and dismay, but the old, experienced miner and hardy pioneer will stay, and, I honestly believe and fervently hope, do exceedingly well."

The description of a further portion of the trip furnishes additional interesting particulars: "We arrived at Fort Yale in a little less than nine hours from Fort Hope. The Indians charged us $6.50 for bringing us up—$4 to the owner of the canoes and $2.50 to the other. They were exceedingly expert with their oars and well acquainted with the river, and gave us no trouble at all. I certainly never paid out any money which I thought more fairly earned. Fort Yale is situated on the west side of the river, on a bend, a mile and a half below the 'lower big canyon.' The bluff is some twenty feet above the water, and a heavily wooded 'flat,' or plain, extends back for a mile or more up and down the river. High mountains raise their tall and broken peaks on all sides, shutting the town completely in.

"There are probably 700 or 800 people here, nearly all of whom are miners, living in canvas tents, and waiting for the river to fall. I saw no drunkenness or lawlessness of any kind. Everything was peaceable and quiet. A number of miners were at work on the river bank, with rockers, and most of them were making a living by washing the loose dirt and cobble stones. I slept at Mr. Johnson's (of Ballou's Express) tent that night, and breakfasted next morning with my old San Francisco friend, Henry M. Snyder, whom I found tenting a little way down the river. He gave me a good breakfast, consisting of fried salmon, bacon, hot bread and coffee, cooked by himself, and served in tin plates and cups—each man sitting down tailor fashion on the ground. I had a sharp appetite, and did the fare full justice.

"There is but one public eating-house in the town, and the invariable diet is bacon, salmon, bread, tea and coffee, and the charge $1 a meal. No milk or butter is ever seen. The eating-house is kept in a log house partly covered with bark, and with a dirt floor. Everything is done in the same room, which is not more than 12 x 14, and consequently exceedingly cramped for space and as hot as an oven. The weather is warmer at Fort Yale during the daytime than I have found it at any place since I left Sacramento, Cal., but with cool mornings and evenings.

"On Tuesday morning, in company with Mr. Snyder and a half dozen others, I started on foot up the river bank to visit the 'lower big canyon'—one of the two worst places on the river till you get to the 'Forks,' the junction of the Fraser and Thompson Rivers, and twenty-two miles below the 'upper big canyon.' After clambering over logs and up the rocky sides of mountains for a half hour or more, cutting my boots so as to leave them valueless, wearing out the seat of my trousers slipping over the rocks, and tearing off my finger nails, we reached an elevation on the mountain-side which afforded an excellent view of the 'lower big canyon.'

"On both sides of the river rise rocky mountains almost perpendicularly for hundreds of feet, so that, in some places, if a stone were dropped from their top, it would fall direct into the water without meeting any obstacle in its descent. In the centre of the river is a large island of solid rock, which almost chokes up the stream, leaving only about forty feet of space on each side for the water to pass through. The water being forced through these narrow channels, by its immense weight and the momentum gained in its descent along its steep bed, presses on with awful rapidity and power, roaring and seething like the ocean in a storm. Here all navigation ceases, not even the boldest and most reckless boatman daring to attempt its passage.

"Just a little below the mouth of the canyon, on the opposite shore from Fort Yale, lies New York Bar, settled mostly by a party of New York and San Francisco boatmen—chief among whom is the notorious Martin Gallagher, of vigilance committee notoriety, being one of the men expatriated by that organization from San Francisco. It is said some very rich strikes have been made on this bar. A portage of three hundred yards of both canoe and passengers, and then the river can be navigated until the 'upper big canyon' is reached, though with great difficulty, as there are three 'little canyons' still to be overcome. I understood at Fort Yale, that Mons. Rouhaud & Sons, French capitalists, have written to Governor Douglas, asking the privilege of being allowed to run a ferry between the two 'big canyons'—small stern-wheelers to be used.

"On our return, about half-past noon, the town was thrown into a high state of excitement, upon hearing the report of a cannon and the screechings of a steam-whistle, and a rumor gaining circulation that a little stern-wheel steamer was on her way up the river. Everybody was soon on the lookout, and canoes were sent beyond the bend of the river, to ascertain the cause of the strange noises and the truth of the report. Soon we learned by the shoutings along the banks of the river and the continuous discharge of guns and pistols, that the report was true; whereupon, there was the greatest rejoicing and pleasure manifested by everyone, and powder was burnt amidst the wildest excitement.

"In a few minutes, the *Umatilla*—the pioneer steamboat on Fraser River above Fort Hope—made her first appearance to the people of Yale, and was warmly welcomed. Before her plank was shoved ashore, a number of men were clambering up her sides, eager to get aboard. The Indians, too, partook of the enthusiasm, and seemed delighted at—to them—the novel spectacle. She made the passage from Fort Hope to Fort Yale in five hours, one hour of which time she was aground, but without any accident. Immediately after arrival a dinner was prepared on board, and a number of the principal inhabitants invited to partake of it. After dinner, exactly at thirteen minutes past three o'clock, she started on her first down trip. Desiring to be one of the passengers of the first steamboat that ever penetrated above Fort Hope on her pioneer trip, I put my blankets aboard. We came down like 'a streak of chain lightning,' with a very light head of steam, being preci-ely fifty-one minutes on the way. On her upward passage, she was welcomed by the miners on the banks of the river with shouts of joy, and the firing of guns and pistols all along the route.

"At all places on the river, including Hope and Yale, there were no restrictions on trade, and merchandise of all descriptions was openly retailed to both Indians and whites. There were, however, but few stores, and the stocks of goods consisted chiefly of flour and provisions, mining utensils, etc. The Hudson Bay Company claim the exclusive right of trading on the river, and it is presumed will assert their right as soon as practicable. No doubt its inability to furnish the provisions, or fear of causing suffering, is the motive which has induced them to wink at this infraction of their alleged exclusive privilege. Whilst there is no immediate danger from starvation, the supply of the prime necessaries of life being sufficient to meet the present population for at least two months, still there are many articles, such as suitable clothing, boots and shoes, etc., which can scarcely be had at any price. I have no doubt invoices of dry goods, clothing, etc., would meet with a ready and profitable sale.

"Probably not one in ten of the miners who own claims, or one in five of the whole number on the river, have ever purchased any license to mine; and there is consequently much complaint on the part of those who complied with the law, and they are shown no-favor over those who refused or have failed to do so. It is only such as came up in the steamers that have purchased licenses those who came in canoes failing to do so. This discrimination has engendered much prejudice against the steamer *Surprise*, who in every case has insisted on her passengers showing their mining licenses, under penalty of being put ashore. To be sure, her officers were doing no more than their plain duty in fulfilling the terms of her 'sufferance' to navigate the river; but these things are not properly understood by everyone; in a short time, however, it is to be expected, all these things will be remedied to the mutual advantage of all parties.

"The Indians, as high up as the 'upper big canyon' (twenty-five miles above Fort Yale), are not at all troublesome, but on the contrary, kind and willing to work at comparatively low wages. The influence exerted over them by the Hudson Bay Company is wonderful, and reflects great credit on the Company. Nowhere else have I ever found Indians so tractable and industrious, and so well disposed, and I have had some experience among the Indians of the Southern and Western States. They may pilfer a little, but if rum is kept from them, any other crime is almost unknown. They will serve the white man faithfully as guides or boatmen, for a small amount of money or cast-off clothing. A penny whistle or a brass button takes wonderfully. Three friends of mine were carried half a day in a canoe for the former article.

"The tribes along the 'upper big canyon,' having had less intercourse with the whites, and not being so fully under the influence of the Hudson Bay Company, are inclined to be hostile. In one or more instances, they have stopped miners on the way up to the 'forks' of Fraser and Thompson Rivers, and forced them to surrender their coats and even their boots, together with a portion of the provisions the poor fellows had lugged many a weary mile on their backs. I am told on credible authority, so bold and audacious has this tribe become that a few days ago a party of Frenchmen were stopped, when an Indian proposed to trade some salmon for jerked beef; which offer being declined, one of the Indians shot the Frenchman through the head. His party fled, leaving their comrade bleeding on the ground, where he was discovered some hours afterwards by another party of miners on the trail. Though not dead when found, he died within a few minutes afterwards. This unprovoked murder caused a great deal of feeling, and there was a talk of organizing a company at Hope and Yale to chastise the perpetrators of it. The action of H. M. Snyder, as referred to, restored the former safe order of working."

CHAPTER IX.

LICENSE FEES AND MINING CLAIMS.

Mining Regulations were soon afterwards enforced, under which persons occupying portions of the gold-fields, by erecting temporary buildings, tents, etc., and carrying on business in any way, were required to pay a fee of thirty shillings ($7.50) monthly, for the use of the land so occupied by them, and which they were required to pay in advance or on demand to the officer appointed to receive license fees. Persons desirous of establishing claims to new and unoccupied ground by working in the ordinary method for alluvial gold, might have their claims marked out on the following scale: 1. Twenty-five feet frontage, in rivers, to each person. 2. Twenty-five feet of the bed of a creek, or ravine, to each person. 3. Twenty feet square of table-land or river flats to each person. Every such claim to be voided by the failure on the part of the claimant to work the same within ten days after the date of his acceptance, and persons found working on such, or any other ground without license ($5 monthly) previously paid for to the proper officer, shall pay double the amount of such license, and in default, be proceeded against in the usual manner.

The Puget Sound Agricultural Company had three well-stocked farms in the neighborhood of Victoria. They were known as the Craigflower or Mackenzie farm, the Skinner and the Longford farms, each under the charge of a bailiff or manager, who though not under the Hudson Bay Company, acted in harmony with them. Every branch of the Agricultural Company's business was conducted on the most thorough and liberal scale; the buildings, massive and convenient, were built principally of stone. None but the best breed of cattle, horses or sheep were imported, and the machinery used was of the most improved kind. Crops generally were good, but better adapted for stock-raising than for grain. Vegetables did remarkably well. At the settlement of Craigflower, about two and a half miles from Victoria, there were from fourteen to twenty families, a well-cultivated central farm with saw mill, oatmeal mill, etc. The Company yet retain considerable land on Vancouver Island, which is held for sale under the agency of the Hudson Bay Company.

The African Race.—In those early days there was only one place of public worship in Victoria, of which the Rev. Mr. Cridge was pastor, as well as chaplain to the Hudson Bay Company. From the public journal then published, it appears that certain parties from the United States felt aggrieved because a few negroes attended Mr. Cridge's church, and addressed a letter to him through the press on the subject, stating that the "Ethiopians *perspired*; that several white gentlemen left their seats vacant and sought the purer atmosphere outside; others moodily endured the *aromatic luxury* of their positions, in no very pious frame of mind; that the negro has his proper place among created beings; to make him our equal he must submit to being skinned, renovated, 'born anew,' or any other process of change to make him white."

A Correspondent replied, and amongst other things said:

"Now, what is 'the head and front of the offence'? A large number of the colored people of the State of California, who, as a body of industrious, law-abiding citizens, had no superiors in the State, cheerfully paying their thousands into the State coffers for the sustenance of the Government; were despoiled of their property and their persons maltreated; taxed for the support of common schools, and their children driven from the school-house door; made to pay poll tax, and then driven from the polls. To these wrongs they submitted, under earnest protests, for a series of years, . . . but feeling that forbearance had ceased to be a virtue, they left the land of their nativity around which clustered a thousand recollections of home, friends and kindred, for what at that time was comparatively a distant and desolate region, there to build themselves a home and establish a character, unmolested beneath the genial laws of the British Government. Victoria, at that time, had all the appearance of a quiet country village.

"The colored people, unknown to themselves, were the pioneers of a large immigration. They came to escape the tyranny and oppression of Republican Democratic church-going California, believing that there in the Church of God, above all other places, all distinction and animosities should be buried. They were received by this Government with all that frankness and cordiality so peculiarly British; welcomed and assured by those in power that they should have the same legal protection, and enjoy the same immunities, other things being equal, as could the most favored subjects; and that the color of their skin should never debar them from their rights. Right nobly have they maintained their former good character, and we shall be greatly disappointed in British character and honesty should they prove false to their trust."

GOVERNOR DOUGLAS, accompanied by Crown Solicitor and Attorney George Pearkes, J. W. McKay, Donald Fraser, Charles B. Young, and other prominent citizens and government officials, left Victoria on the 30th of August for Fort Hope, Fraser River. The object of the visit, more especially, was to quell as much as possible the difficulties and discontent which were growing between the miners and the natives, and to make treaties of peace amongst them. It was also apparent that additional peace officers should be appointed at the more important mining points. On the 3rd of September the governor reached Fort Hope. A salute was fired in his honor, and every respect was paid to his Excellency by the miners and others. The Indians looked upon him as an old friend to be trusted, and as governor to be obeyed.

A PROCLAMATION WAS ISSUED at Fort Hope setting forth that anyone convicted before a magistrate of selling or giving spirituous liquors to the natives of Fraser River or elsewhere, would be fined from five to twenty pounds. Permission was granted aliens to hold lands for three years without being interfered with, but after that time they must become naturalized British subjects or convey them to British subjects, otherwise the lands would be forfeited. A court of justice was held at Fort Hope by the Crown solicitor, and several offenders punished. A present was made to Spintlum, chief at the Forks, and instructions given him how he should conduct himself and his tribe towards the miners. Ten troopers, one warden of the river, and one sub-commissioner were to be stationed at the Forks; at Fort Hope, one justice of the peace, two regular and ten special constables; for Fort Yale, one sub-commissioner, ten troopers, and ten special constables. A miner named Eaton, who had murdered a comrade named King, was committed to the court, convicted of manslaughter on the testimony of six witnesses from Hill Bar, and sentenced to transportation for life.

The issue of the Victoria *Gazette* of the 16th of September notices that a new map of the town of Victoria had just been completed by the colonial surveyor, and was open for inspection by the public at the land office. On the map the names of streets are given, "having been chosen by that officer." They are classified: first, those in honor of the governors of the island, Blanshard and Douglas; second, in compliment to distinguished navigators on this coast, Vancouver, Cook, etc.; third, those named after the first ships that visited our waters, *Discovery*, *Herald*, *Cormorant*, etc.; fourth, those in honor of Arctic explorers, Franklin, Kane, Rae, etc.; fifth, those named after Canadian cities, lakes, rivers, etc.

Reforms Established.—Governor Douglas returned from his Fraser River trip on the 26th of September, having accomplished much good by his presence amongst the miners, who gave him due praise for the many valuable reforms which his wisdom enacted. He made several speeches at principal points, giving the miners good advice, and assuring them of the sympathy and encouragement of the Government. Mr. McKay, a member of the Legislative Assembly, who had accompanied the governor to Fraser River, was instructed by him to return by way of Big Lillooet Lake to the coast, to ascertain the practicability of a route from the coast to the mines in that direction.

A party was formed which followed at first the road-cutting expedition of the Lillooet-Harrison route to the head of Big Lillooet Lake. After proceeding some distance along a river which entered the lake from the west, a trail leading towards the coast was taken, and in five days' march the head of Howe Sound was reached—a distance of fifty-five miles. A portion of the route was along the Skowhomish River, which discharged at the head of Howe Sound. The valley, Mr. McKay reported, is well timbered, and, if cleared, would make good farming land. The rocks in the neighborhood are principally slate, granite and basalt. The mountains on the east side of the valley appear to be composed of soft red marl. Mr. McKay concluded that from Howe Sound to the valley of the Lillooet, the pass he had travelled over, was the shortest and best route to the upper Fraser. The expense, however, of opening up the new road, as well as other considerations connected with the established route, prevented the attempt being made to travel by Howe Sound.

Fort Langley.—Preparations were now being made at old Fort Langley to be in readiness for the arrival of the Royal Engineers and others expected from England in connection with the new seat of government on the mainland. A sale of town lots was advertised to take place at Victoria, on or about the 20th of October, the upset price to be $100 per single lot of 64 x 120 feet; lots to be sold without reservation, unless for the use of the Government. Barracks were built. The roof was laid by William Clarkson, from Oshawa, Ontario, yet (1893) a resident in New Westminster. [Mr. Clarkson died in 1894.—Ed.]

WHISKEY, POWDER AND SHOT.—The practice of supplying liquor to Indians on the Fraser River and at other places had been the cause of much trouble amongst the miners. At Yale, in August, a case is reported where some parties had been selling whiskey to the Indians, keeping them in a drunken and troublesome state. The agent of the Hudson Bay Company, Donald Walker, supported by the well-disposed citizens, proceeded to the premises where the liquor was kept for the purpose of putting a stop to the traffic by destroying the stock on hand. Mr. Walker was attacked by an outsider, when a fight ensued, during which the officious party had a portion of his nose bitten off. The verdict of the people was, "served him right," as the fellow had no other interest in the matter than that he did not wish to see the whiskey destroyed in what appeared to him a wanton manner. The report goes on to say that "the business of supplying the savages with liquor by the whites has found a counterpart in their being furnished with arms and ammunition by the Chinese. A boat loaded with these pestiferous people arrived at a bar on the lower end of the Big Canyon, where a company of whites were at work, and proceeded to sell powder and shot to the Indians. They were at once driven away, when the Indians jumped into their canoes and brought them back, threatening the whites in case they further molested them."

RESIGNED HIS FACTORSHIP.—In compliance with Lord Lytton's request that Governor Douglas should sever all official connection with the Hudson Bay Company and with the Puget Sound Agricultural Company, the governor informed his Lordship he had resigned his factorship and disposed of his stock, and would accept the offered governorship of the proposed new colony of British Columbia, which the recent gold discoveries had rendered necessary to be established without delay.

FORMER LICENSE REVOKED—BRITISH COLUMBIA MADE A COLONY.—On the 2nd of September, 1858, the Crown revoked the privileges of exclusive trade with the Indians which had been granted on the 30th of May, 1838, for twenty-one years from that date, by passing an Act to provide for the government of British Columbia, which by that Act was created a colony. A proclamation was issued at Victoria, on the 3rd of November, by Governor Douglas, and a copy of the revocation published for the information and guidance of all persons interested therein. Thus ended the monopoly of the Hudson Bay Company on the mainland, west of the Rocky Mountains.

Made Governor of British Columbia.—The proclamation of the revocation just referred to, was followed by another, dated from Fort Langley, 19th November, 1858. The commission appointing Governor Douglas also governor of the new colony, had arrived from London. Chief Justice Begbie had also arrived from England. To perform the ceremony of installing Governor Douglas into his new office, his Excellency was accompanied from Victoria by Rear-Admiral Baynes, Mr. Cameron, Chief Justice of Vancouver Island, Chief Justice Begbie, of the new colony, and several others, in H.M.S. *Satellite*, Captain Prevost. They anchored for the night at Point Roberts. Next morning the party was transferred to the Hudson Bay Company's steamer *Otter*, and thence to the Company's steamer *Beaver*, which was moored within the mouth of Fraser River.

The report states that "both vessels then proceeded in company as far as old Fort Langley, when the *Otter* disembarked a party of eighteen sappers, under the command of Captain Parsons. They embarked on the revenue cutter *Recovery*, joining the command of Captain Grant, R.E., who had previously reached this spot with a party of the same corps. The two captains mentioned had recently arrived from England, each in command of small detachments of the Royal Engineers. The *Beaver* then proceeded with his Excellency and suite aboard to new Fort Langley, when preparations were made for the ceremonial of the following day."

A guard of honor, commanded by Captain Grant, was in readiness the next day (19th) to receive his Excellency and party as they disembarked. The morning was wet, and the road leading to the palisade rather slippery. As the party reached the top of the bank, a salute of eighteen guns was fired from the *Beaver*, and the British flag hoisted over the principal entrance to the fort. Owing to the unpropitious state of the weather, the meeting which was intended to have been held in the open air, was convened in a large room at the principal building. About one hundred persons were present.

The Ceremonies.—His Excellency commenced the ceremonies by addressing Mr. Begbie, and delivering to him her Majesty's commission as judge in the colony of British Columbia (*ipso facto* Chief Justice). Mr. Begbie then took the oath of allegiance and the usual oaths on taking office; thereafter, addressing his Excellency, he took up her Majesty's commission appointing Governor Douglas to the office of Governor of British Columbia. Mr. Begbie, having read the commission in full, administered to Governor Douglas the usual oaths of office, viz., allegiance, abjuration, etc. His Excellency being thus duly appointed and sworn in, proceeded to issue the proclamations of the same date (November 19th), viz.: One proclaiming the Act establishing the colony; a second indemnifying all the officers of the Government from any irregularities which may have been committed in the interval before the proclamation of the Act; and a third proclaiming English law to be the law of the colony. The proclamation referring to the revocation of the exclusive privileges of the Hudson Bay Company, was also read. The proceedings then terminated. The governor did not leave the fort until next day, when a salute of seventeen guns was fired from the battlements. On leaving on the *Beaver*, his Excellency was loudly cheered.

A SALE OF LANGLEY TOWN LOTS, as previously advertised, came off at Victoria, on the 25th, 26th and 29th November. The land was laid out or divided into 183 blocks of five by ten chains, and the blocks subdivided into eighteen lots of 64 x 120 feet. Nineteen blocks were reserved for government uses in different portions of the town. The width of the streets was seventy-eight feet, with an alley-way of twelve feet in width through each block. The streets were not named. The new town was located upon the site of the old Fort Langley, thirty-three miles from the mouth of Fraser River. Upset price of lots, $100. Printed receipts for lots purchased were given, signed by J. D. Pemberton, acting Colonial Surveyor, and contained the following clause: "All interest in, and title to, the said lot, and to this instalment, to cease and become void, unless the balance is paid within the space of one calendar month from this date." The town as laid out and sold was named DERBY.

THE BIDDING on the first day of the sale was very spirited, at prices ranging from $150 to $750, according to location. About two hundred lots were sold, yielding $41,000. On the second day, up to one o'clock the bidding was lively, but the best lots having been sold, the prices obtained were not so high as the previous day, ranging from $100 to $400 per lot. The two days' sale showed about four hundred lots disposed of, the proceeds amounting to about $68,000. Before commencing the sale, the following announcement was made in regard to the rights of foreigners to hold and transfer real estate:

"1st. According to the law of England, which is also the law of British Columbia, an alien may hold lands, but is liable to have them declared forfeited to the Crown at any time.

"2nd. No alien can be disturbed in the possession of lands by any other person than the Crown authorities, by reason only of his being an alien.

"3rd. The Colonial Government proposes to secure to aliens the full rights of possession and enjoyment of any lands which they may purchase at the sale for the space of three years. At the end of that time they must, if they wish to continue to hold the lands, either become themselves naturalized British subjects, or else convey their rights to British subjects.

"4th. It is the intention of the Colonial Government to obtain from the home Government their sanction to measures for carrying into effect the above views, which measures are now in course of preparation. But they must depend for their full effect on the ratification by the home Government. By order of the Governor. Victoria, V. I., 25th November, 1858."

CHAPTER X.

INCREASED TRADE—NEW BUILDINGS AND ROADS.

Victoria being a free port at this time, the following comparative view of imposts in California (1), Vancouver Island (2), and British Columbia (3), is taken from the Victoria *Gazette*, of November 20th, 1858: Coasting trade.—(1) Closed against foreign flags. Inland Navigation.—(1) Closed against foreign flags; (3) almost unrestricted. Import duties.—(1) From 15 to 30 per cent. *ad valorem*, on most articles of foreign production. If exported, duty anew on every re-importation; (2) none; (3) ten per cent. *ad valorem*, indiscriminately. Entering and clearing foreign vessels.—(1) Entry and surveyor's fee at custom house, $6.10; emigrant agent, $3; clearance fee, $2.50; total, $11.60; (2) $10 in all on foreign vessels; $3 in all on British vessels; (3) sufferance fee for foreign vessels, $12, to navigate Fraser River. Tonnage dues.—(1) One per cent. per ton; harbor master's fee, 4 per cent. per ton; total, 5 per cent. per ton; (2) none; (3) none. Pilotage.—(1) Compulsory, $10 per foot, inwards; $8 per foot, outwards; with 5 per cent. on pilotage additional to pilot commissioner; (2) optional, $2 per foot, when employed; (3) optional, no established pilots. Head money.—(1) On entering the state, $5; on departing from the state, $6; (2) none; (3) entry $2, departure nothing—recently abolished. Mining

LICENSE.—(1) $4 per month on foreigners, citizens exempt; (2) none; (3) $5 per month indiscriminately upon all nations, including British subjects. GENERAL TAXATION.—(1) San Francisco, about 3 per cent. on the value of all property, real and personal; tax on general business, merchants, bankers, etc., according to amount of business done; bills of lading heavily taxed; attorneys, brokers and auctioneers taxed; poll tax on male adults, $3; (2) none; (3) none hitherto imposed.

THE CURRENT YEAR OF 1858 was most eventful in Vancouver Island, as well as on the mainland. In Victoria it brought wonderful changes, by increased trade, additional buildings, and extending and making new streets and roads. A building had been erected on Government Street, near where the post-office now stands. It was designed for the governor's office, and was styled the Government House, whence all his Excellency's documents were dated. Governor Douglas, in 1856-57, had a private residence built, on the south side of James Bay. He occupied that residence during his term of office as governor of both colonies, and afterwards until his death. A bridge was proposed to be built across the bay in line with Government Street, towards the expense of which the Legislature voted £800.

To the mainland thousands of miners and traders and others had found their way, and many of them were highly fortunate in obtaining GOLD. Others were unfortunate and discouraged. The difficulty in transporting supplies beyond navigation on the Fraser compelled thousands to remain at the lower bars; and it was not until the Harrison-Lillooet route was opened, so that the unnavigable canyons could be avoided, that sufficient supplies of food could be brought to the Upper Fraser. After that road was constructed men passed in thousands over it, and supplies in comparative abundance reached Thompson River. There were few miners on the Thompson, but they had penetrated thither by way of the Columbia River, and since April had been obtaining large returns, although working under great disadvantage, on the verge of starvation.

By reason of the causes stated, a large number of old California experts were congregated at the lower bars, especially at Hill's Bar, amongst whom could be found many of the wild and abandoned characters who had made unsavory reputations for themselves in the "Golden State." Their treatment of the Indians on sundry occasions was not of the most gentle kind, yet by regulations framed by themselves, a wonderful state of order was maintained at all the thirteen bars. There were a few, however, who committed acts calculated to inflame the worst passions of the natives. The natives were charged with having committed many murders. Bodies of white men were found on the river banks and in the water, mutilated beyond recognition. At length a large number of the miners were enrolled and an expedition formed to overawe the Indians. Treaties were made with the natives, as formerly referred to.

Of the many thousands who reached Fraser River early in the year, all but about four thousand are said to have left before the middle of summer. The cause of the exodus was the seemingly inaccessible character of the approaches to the upper portions of the river, together with the fact that, owing to high water, the bars could not be worked until after midsummer. Another influx of miners took place in October. The majority of them, however, returned before winter set in. In the face of all the difficulties which had been experienced in the space of eight months the country had been populated, and a colony had been established. It is next to impossible for parties not then present to realize the hardships which those early prospectors had to endure. Many of them had added largely to their wealth, others returned poorer than when they came in. A remnant remained in the new towns and mining centres to try their fortunes next year.

The newly surveyed town of Langley was expected to become the capital of British Columbia. Work had already been begun on barracks to receive the expected Royal Engineers on their arrival, as it was known they were *en voyage*, *via* Cape Horn, for Victoria. Tenders were advertised for by December 1st, Acting Colonial Surveyor Pemberton calling for tenders to erect at Langley a parsonage, church, court-house and jail, according to plans and specifications to be seen at the land office. A proclamation was issued December 3rd, authorizing the levying of custom duties upon goods, as specified, imported into the colony of British Columbia. Prior to that date a specific duty of ten per cent. *ad valorem* was collected at Victoria on all goods sent into the mining districts. The Sisters of Charity published a notice of the opening of St. Ann's school, on the same date, at Victoria.

Colonel Moody arrived at Victoria on November 25th, 1858. He travelled *via* Panama, in company with Captain Grant and his detachment of twenty-five Royal Engineers. On the 10th of January, 1859, a rumor reached Victoria that an outbreak had occurred at Yale, and that Colonel Moody who had already gone to Langley, had, on receiving intelligence of the difficulty referred to, proceeded to the scene of action, taking along with him the twenty-five Royal Engineers, who had arrived with him in the colony. Governor Douglas deemed it prudent to strengthen Colonel Moody's hands. He was aware that a large number of desperate characters were wintering at Hill's Bar, and amongst them a certain character, Edward McGowan, who, although noted for many attractive social qualities, had others which led him to become obnoxious to the laws of whatever country he favored with his presence.

COLONEL MOODY.

At the request, therefore, of Governor Douglas, Captain Prevost supplied a party of marines and blue jackets from the *Satellite*, under Lieutenant Gooch. They embarked on board the *Plumper*, which was the only available vessel at the time at Esquimalt. Captain Richards at once proceeded to Langley. On arriving there, they found that Colonel Moody had taken the *Enterprise*, the only steamer then on the river capable of going farther up it than Langley, and pushed on to Yale, with twenty-five of the engineers under Captain Grant, R.E. It was considered advisable that the men should remain on board the *Plumper*, and that a messenger should at once follow and overtake Colonel Moody.

"This service," says Commander Mayne in his excellent work, "Four Years in British Columbia and Vancouver Island," "devolved upon me (then Lieutenant Mayne of the *Plumper*), and I received orders to proceed up the river with despatches from Captain Richards, informing the colonel of the force at Langley.

"Mr. Yale, the Hudson Bay Company's officer at Fort Langley, undertook to provide a canoe and crew for the journey, and my own preparations," continues Lieutenant Mayne, "were soon made—a blanket, frock and trousers, a couple of rugs, two or three pipes, plenty of tobacco, tea, coffee, some meat and bread completing my outfit. At this time canoe-travelling was quite new to me, and, familiar as it has since become, I quite well remember the curious sensations with which this, my first journey of the kind, was commenced. It was mid-winter; the snow lay several inches deep upon the ground. The latest reports from up the river spoke of much ice about and below Fort Hope, so that I was by no means sorry to avail myself of the offer of Mr. Lewis of the Hudson Bay Company, who had accompanied the *Plumper* as pilot, to be my companion. Mr. Yale had selected a good canoe and nine stout paddlers—four half-breeds and five Indians, and when I landed from the ship, a few minutes before eleven, they were waiting on the beach, dressed in their best blankets, with large streamers of bright red, blue and yellow ribbons, in which they delight so much, flying from their caps. Mr. Yale had previously harangued them, and presented them with the importance of the service in which they were engaged. Seating ourselves in the canoe, as comfortably as we could, away we started, the frail bark flying over the smooth water and the crew singing at the top of their wild, shrill voices; their parti-colored decorations streaming in the bitter winter wind.

"The party paddled along quickly until four o'clock, when they landed and made tea. This meal over, they started again and held on steadily all night. Wet, cold and tired the two passengers rolled themselves up in the rugs and fell into a broken sleep, lulled by the monotonous rap of the paddles upon the gunwale of the canoe, the rippling sound of the water against its sides, the song of the men now rising loud and shrill, now sinking into a low drowsy hum. Next morning, about four o'clock, we landed for a short spell of rest, and clearing away the snow, lit a fire and lay around it for a couple of hours. At the end of that time we picked ourselves up, stiff with cold, and breakfasted, and by half-past seven were under way again and paddling up the river; the Indians, to all appearance, as lively and unwearied as if they had slept the whole night through. I cannot say the same for their passengers." . . .

"The novelty of the situation, too, in my case had worn away, and I confess the second night of my journey was one of unmitigated discomfort and weariness. Upon the second morning we rested a little longer by our watch-fire, Myhu-pu-pu, the head man of the party, assuring us that we had plenty of time to reach Hope before nightfall. But Myhu-pu-pu was wrong; night fell while we were still some miles below the fort. About three in the afternoon we had boarded the *Enterprise*, and learnt that she had been three days in the ice; had only got out of it indeed the previous morning, and that Colonel Moody had not, therefore, been able to reach Hope until that day.

"We had reason to congratulate ourselves on our good fortune, as we had only met some floating ice, and been nowhere in very serious danger from it, although once or twice we had narrowly escaped being swamped by floating blocks. But as we proceeded, we found the river more and more swollen, the ice thicker and in greater quantities, and despite all the efforts of the crew, darkness set in while we were yet some miles short of our destination. On we pushed, however, and I had fallen asleep, when I was suddenly awakened by a sharp crack almost under my head. The canoe had struck a rock in crossing a rapid in the river, at a spot now known as Cornish Bar, but then called Murderer's Bar, from a murder which had taken place there, and she was stove in unmistakably. Thanks to the courage and skill of the leader of the crew, we were extricated from our perilous predicament. Leaping on to the rock, against which the full force of the current was driving the canoe, they lifted her off without a moment's hesitation, and the other rowers shooting her ashore, we all jumped out and ran her up upon the snow. Of course everything was wet, ourselves included; but we were too grateful for our narrow escape to heed this trifling inconvenience.

NARROW ESCAPES.—"Meanwhile the men whose courage and readiness had saved us, were still upon the rock, the current sweeping by up to their knees and threatening to carry them away. The canoe being hastily repaired and veered down to them by a rope, they too were brought safely ashore. Then arose the question, 'how are we to be got to Fort Hope that night?' It was a serious one not admitting of a very easy solution. To get the canoe afloat again was soon found impossible, as she was split fore and aft; and it was ultimately determined to leave two of the Indians in charge of it while the rest of us tried to make the trail, which was known to pass near this spot to the fort. I have since that night walked that trail, when it was as pretty and pleasant a summer's evening stroll as anyone would wish to enjoy; but on this occasion, with two or three feet of snow upon it, and three or four feet more ready to receive us on either side if a false step was made, that three-mile walk to Hope was very hard work while it lasted. It was worse for my companion (Mr. Lewis), for in crossing a river by a fallen tree, which served as a bridge, his foot gave way and he slipped in, drenching his frozen clothes and limbs afresh. Fortunately, however, it was not very deep, and he was fished out, and we reached the fort without further accident.

HOSPITABLE TREATMENT—"At that time the old fort had only one room set apart for the officer in charge, which had to serve for both sitting and bedroom. Late at night as it was, into this and the presence of Colonel Moody, Captain Grant, Mr. Begbie, and the Hudson Bay Company's officers, gathered round the fire, we made our way, looking, I dare say, pitiable objects enough. With the ready kindness which I never failed to meet with from the Company's officers in British Columbia, Mr. Ogilvy soon equipped us in suits of dry clothes and seated us before a hot supper.

COLONEL MOODY PROCEEDED TO YALE.—"When I reported myself the commissioner was rather surprised at the promptitude with which his requisition for troops had been met by the governor, and perhaps a little embarrassed. His impression now was, that the reports which had reached him at Yale, and hurried him hither, had been greatly exaggerated, and from the accounts which had since reached him, he had the best reason to believe that the feeling of the mining population at Yale and elsewhere had been grossly misrepresented. However, he said that he had decided on proceeding next day to Yale with Mr. Begbie only, leaving Captain Grant and his party of engineers at Hope; and he desired me to accompany him, so that if, upon his arrival at Yale, the presence of troops should be found necessary, I might return to Hope with orders to that effect; and it was also determined that Mr. Lewis should take the canoe back to Langley as soon as it was repaired, and tell Captain Richards of my arrival and detention.

A CORDIAL RECEPTION.—"Next morning, therefore, we started, and reached Yale at three. The town was perfectly quiet. The colonel was received upon his entrance with the most vociferous cheering and every sign of respect and loyalty. Upon the way up, we stopped at several of the bars, and made inquiries, which satisfied us that the miners were doing very well, although they complained that the snow had for some days past kept them from working. The river scenery between these two ports was beautiful, even at this season of the year. The distance is only fifteen miles, but the strength of the current is so great that in the winter five or six hours are consumed in the journey, and in summer when the stream is swollen by the melting snow—double that time is often taken. The mountains on either side are from three to four thousand feet high, and are composed almost entirely of plutonic rocks, and at their base is found the drift in which the gold is contained."

CHAPTER XI.

NEW DIFFICULTIES ARISING.

COURT HELD AFTER CHURCH SERVICE.—Next day being Sunday, Colonel Moody performed church service in the court house—the first at Yale. It was attended by between thirty and forty miners, who formed a most orderly and attentive congregation. After church service the difficulty which brought Colonel Moody to Yale, was investigated. Lieutenant Mayne explains the matter as follows:

"At Hill's Bar, a mile below Yale, there was a resident magistrate, and at Yale two others had been appointed. . . . These three dignitaries were not upon the best terms with each other, and two of them claimed a certain case and prisoner as belonging each to his own district, and disputed the right of adjudicating upon them to such a degree that, one having possession of the culprit's body, and refusing to give it up to his colleague, the other went to the length of swearing in special constables to his aid, and removing the prisoner by force of arms to his jurisdiction at Hill's Bar.

EDWARD MCGOWAN COMMITTED AN ASSAULT.—"It was at this juncture that Edward McGowan figured so conspicuously. He was among the special constables, and was," says Mayne, "very possibly among the instigators of the squabble; and it was this outraged magistrate's report that this worthy had been prison-breaking in his district, that gave it to the authorities at Langley and Victoria so serious an aspect. However, upon investigating the matter, he was found to have acted, if with indiscreet zeal, yet not illegally, and no charge was preferred against him on that account. But the same afternoon, while Colonel Moody, representing the majesty of the law, was still at Yale, McGowan outraged it unmistakably by committing an unprovoked assault. This, coupled with sundry other suspicious circumstances, caused Colonel Moody to think that McGowan's friends and admirers would, if provoked (or not restricted), break into serious insubordination; and he at once instructed me to drop down the river to Hope and Langley, and order up the engineers, marines and blue jackets left at those places.

Precaution taken.—"The utmost precaution was taken about my journey. Mr. Allard, the Hudson Bay Company's officer at Yale, was instructed to have a small canoe launched unseen by the miners, who it was thought might endeavor to stop me, as they no doubt easily could have done. The darkness was waited for, and the canoe being launched and dropped about half a mile down the river, Mr. Allard came to the house for me, and led me to it along the river's bank. As we dropped down stream, I was afraid even to light my pipe lest we should be stopped at Hill's Bar. Absurd as all this now seems—especially as I heard on my return that the miners knew perfectly well of my starting—it was not without its use at the time. The promptitude with which Captain Grant appeared on the spot with the engineers at daylight next morning astonished the miners a good deal; and it need not be assumed that, because they apologized and paid their fines, they would have done so equally had coercion not been threatened.

Start for Langley.—"Reaching Hope at half-past eight that night, I very much astonished Captain Grant by telling him he was to start for Yale at once, and, landing his men below Hill's Bar, on the opposite side of the river, to march thence into Yale. Having given these instructions, I embarked in the canoe again, reached the *Enterprise*, which was to convey me to Langley, and bring the men there up. Here a slight delay took place, as the steamer could not be got ready to start before day-break; but away we went the instant dawn broke, and reached Langley in the afternoon of the following day; when, the *Enterprise* having wooded, and everyone got on board, we were struggling up against the current by 6 p.m.; reaching Smess River by nine or ten that night, and Cornish Bar by 8.30 the following night.

"There the *Enterprise's* further progress was effectually barred; and taking a canoe again, I made my way to Hope, where I found that further instructions had come from the colonel, to the effect that the blue jackets were to remain there, and only the marines to go on to Yale. So things were looking less martial; and I was not surprised, on pushing forward to Yale next morning, to find that the short campaign was at an end; and the peace which hardly had been disturbed, was restored. McGowan, after enjoying the sensation he had caused, paid Colonel Moody a formal visit, and, after making a very gentle, manlike apology for the hasty blow which had disturbed the peace of British Columbia, and entering into an elaborate, and, I believe, successful defence of his previous conduct in the squabble of the rival magistrates, committed himself frankly into the hands of justice. . . .

PEACE RESTORED.—"He was fined for the assault, exonerated from all previous misdemeanors, and next day, upon Hill's Bar being visited by Mr. Begbie (the Chief Justice) and myself, he conducted us over the diggings, washed some 'dirt' to show us the process, and invited us to a collation in his hut, where we drank champagne with some twelve or fifteen of his California mining friends. And, whatever opinion the Vigilance Committee of San Francisco might entertain of these gentlemen, I, speaking as I found them, can only say that, all things considered, I have rarely lunched with a better-spoken, pleasanter party. The word 'miner' to many unacquainted with the gold fields, conveys an impression similar perhaps to that of 'navvy.' But among them may be often found men, who, by birth and education, are well qualified to hold their own in the most civilized community in Europe."

MCGOWAN OBLIGED TO FLEE.—Soon after the conclusion of the Hill's Bar difficulty, McGowan's evil genius led him to shoot at a man on the same bar, whom, luckily he missed. He was, however, obliged to flee across the frontier into the United States territory, where he managed to ingratiate himself so plausibly as to be elected to the House of Representatives of one of the States that lie east of the Rocky Mountains. He was careful not to go by way of San Francisco, as the Vigilance Committee had not disbanded. But this polished fugitive from justice had the effrontery to publish, some years afterwards, his adventures to the world in the shape of an autobiography, in which he recounts, with a touch of bravado, his hair-breadth escapes from the clutches of the Vigilance Committee, and how its agents pursued him so persistently that only after the greatest difficulty he managed to reach a steamer starting for Victoria. He was recognized as he was going on board, and fired at,—the bullet going through the lapel of his coat. At San Francisco, on December 9th, 1893, Edward McGowan died.

SALUTE AT FORT HOPE.—"A few days later," says Mayne, "we dropped down the river to Hope, when the blue jackets were paraded, and in honor of Colonel Moody, our one field-piece fired the first salute ever heard at Hope. The men were then got safely on board the *Plumper* again, which proceeded to examine the river and its north bank a few miles below Langley, and report whether it would do for the site of the capital of British Columbia—it having been decided that Derby, or New Langley, the spot first selected, was not desirable. The site of New Westminster, or Queensborough, as it was first called, is, so far as its geographical position is concerned, very good indeed, as it is also in a strategical point of view; but the bush there was very thick, while at Derby there was a large space of clear ground."

THE "MR. LEWIS" MENTIONED as having piloted the *Plumper* to Langley, and who accompanied Lieutenant (afterwards Admiral) Mayne in the canoe, is one of the oldest pioneers now (1894) living in Victoria. Captain Herbert George Lewis, was born at Aspenden, Hertfordshire, England, in 1828. He arrived at Victoria in 1847, on the Hudson Bay Company's bark *Cowlitz*. Soon after his arrival he was engaged at Fort Rupert and subsequently transferred to Fort Simpson. Whilst there his services were required on the bark *Columbia*, as mate, as the gold excitement in California had caused the desertion of several of the seamen of that vessel, as well as the mate. After the return voyage from London, Captain Lewis was placed in command of the pioneer steamer *Beaver*, which previously had been commanded, respectively, by Captains McNeill, Dodds, Sinclair and Swanson. He continued as captain of the *Beaver* until, in 1864, she was disposed of by the Company for surveying purposes. At various times afterwards, Captain Lewis had command of the *Otter*, *Labouchere*, *Enterprise* and *Princess Louise*. The transport of the whole Company's fur trade with Alaska was intrusted to his care, as master of the *Otter* and *Labouchere*, from 1864 till the acquisition of Alaska by the United States, in 1867. He completed his lengthened service with the Company in 1883, when he resigned. Shortly afterwards, he was appointed by the Dominion Government as agent of the Marine Department in British Columbia. In 1892, he was made shipping master for the port of Victoria, which office he now (1894) holds.

THE SITE OF NEW WESTMINSTER EXAMINED.—Captain Lewis remained at Langley with the *Plumper* for about a week, until the arrival of Colonel Moody and the force which had been sent up the river to quell the Hill's Bar disturbance. The steamer, on returning, was anchored nearly opposite the site of the present city of New

Westminster. Lieutenant Mayne and Dr. Campbell landed, to examine the ground and report to Colonel Moody as to whether it would answer for the site of the capital of British Columbia, as Derby, or New Langley, the place first selected, was not desirable. Mayne, in his book, says they commenced examining "a little north of where the town now stands, and so thick was the bush that it took us two hours to force our way in rather less than a mile and a half. Where we penetrated it was composed of very thick willow and elder, intertwined so closely that every step of the way had to be broken through, while the ground was cumbered with fallen timber of a larger growth. During the scramble," says Mayne, "I stumbled upon a large bear, which seemed to be as much surprised to see me as I was at sight of him, and I dare say equally discomposed. At any rate he showed no disposition to cultivate my acquaintance; and, as I was some way ahead of my companion and had only one barrel of my gun loaded with small shot, I was not sorry to find that our ways seemed to lie in opposite directions."

Colonel Moody Selected the site of the town, a little below the thick bush mentioned where the ground was higher and somewhat clearer. It was concluded that both in a military and commercial light, the new site was infinitely preferable to that which had previously been fixed upon for the purpose, higher up and on the opposite side of the river. It had many advantages in which Derby was wanting, not the least being sufficient depth of water to allow the largest class of vessels capable of passing the sand-heads at the mouth of Fraser River, to moor along-side of its wharves. Captain Richards returned to Victoria, where Colonel Moody, in conference with Governor Douglas, changed the location of the capital of British Columbia from Derby.

Romantic Sapperton.—When it was decided to change the location of the proposed capital of British Columbia from Langley, or Derby, to the site chosen by Colonel Moody, named by him Queensborough, notice was published, stating that a town was being surveyed there, to become the capital, and that parties who had purchased lots at Derby might surrender such lots and receive their equivalent in Queensborough town lots. An advertisement was published, 7th March, 1859, signed by Walter Moberly, Superintendent of Public Works, calling for tenders for the erection of certain government buildings, at Mary's Hill, Fraser River; and that further particulars could be obtained by applying at Colonel Moody's House, Victoria, where plans, etc., could be seen. In the meantime the sappers and miners were at work preparing quarters for themselves and the others expected to arrive. The locality was known as "Sapperton," and was a beautifully romantic spot, near where the Provincial Penitentiary now stands.

CHAPTER XII.

GREAT MISSIONARY SUCCESS BY DUNCAN.

COMMANDER R. C. MAYNE having obtained access to the journals and letters of the pioneer missionary, Mr. Duncan, through the Secretary of the Society, in London, was thus enabled to furnish much valuable and interesting information relative to his operations. He says:

"Before 1857 no Protestant missionary had ever traversed the wilds of British Columbia, nor had any attempt been made to instruct the Indians. At Victoria, the Hudson Bay Company had a chaplain stationed, but he was devoted entirely to the white settlers. I must except," continues Mayne, "the exertions of the Roman Catholic priests.

"If the opinion of the Hudson Bay people of the interior is to be relied upon, they effected no real change in the condition of the natives. The sole result of their residence among them was, that the Indians who had been brought under their influence had imbibed some notions of the Deity, almost as vague as their own traditions, and a superstitious respect for the priests themselves, which they showed by crossing themselves devoutly whenever they met one. Occasionally, too, might be seen in their lodges, pictures purporting to represent the roads to heaven and to hell, in which there was no single suggestion of the danger of vice and crime, but a great deal of the peril of Protestantism.

"These colored prints were certainly curious in their way, and worth a passing notice. They were large, and gave a pictorial history of the human race, from the time when Adam and Eve wandered in the garden of Eden together, down to the Reformation. Here the one broad road was split in two, whose courses diverged more and more painfully. By one way the Roman Catholic portion of the world were seen trooping to bliss; the other ended in a steep, bottomless precipice over which the Protestants might be seen falling.

Upon the more sensible and advanced of the Indians, teaching such as this had little effect. I remember the chief of the Shuswap tribe, at Kamloops, pointing out to me such an illustration hanging on his wall, and laughingly saying in a tone that showed quite plainly how little credence he attached to it, 'There are you and your people,' putting his finger, as he spoke, on the figures tumbling into the pit.

"Of such kind was the only instruction that the Indians had received prior to 1857. Its influence was illustrated in that year in Victoria, where a Roman Catholic bishop and several priests had been resident for some time, and were known to have exerted themselves among the Songhie Indians who resided there. A cross had been raised in their village, and some of them had been baptized; but when these had been called before the bishop for confirmation, they refused to come unless a greater present of blankets was made to them than had been given at their baptism. The bishop was said to have been very angry with the priests when this came to his knowledge; he having, very possibly, been deceived by them as to the condition of the Indians. I am informed that he had a large heart painted upon canvas, through which he drew a blanket, and represented it to the Indians as symbolical of their condition.

"Upon H.M.S. *Satellite* being commissioned in 1856, Captain Prevost offered to give a free passage to a missionary, if the Church Missionary Society would send one. This Society, which had been endowed by an anonymous benefactor with the sum of £500, to be devoted to such a purpose, offered the work to Mr. Duncan, who had been trained at the Highbury College, and who readily accepted it. The *Satellite* sailed in December, 1856, and reached Vancouver Island in June, 1857, when Mr. Duncan, whose name is now (1862) known and beloved by almost every Indian in the two colonies, at once prepared to commence his labors.

REV. MR. DUNCAN.

"After some question with the colonial authorities as to where he should begin his work, considerable desire being expressed on the Hudson Bay Company's part to place him at Nanaimo, it was determined that he should go to Fort Simpson, on our northern boundary. This spot had been previously fixed upon by the Society at home for the scene of Mr. Duncan's labors. The Indians there were known to be more free from the contagion of the white man, and were assembled in larger numbers than at any other place on the coast. Another advantage possessed by this locality was, that at Simpson the trade of the fort brought a great number of different tribes together. Indeed the tribe of Tsimpseans, among whom Mr. Duncan's labors have been productive of most good, had been attracted from another spot on this account, and had since settled there altogether.

"From June till October, 1857, Mr. Duncan found it necessary to remain at Victoria, being unable to get a passage to Fort Simpson, a distance of eight hundred miles, until the Hudson Bay Company's steamer should proceed thither. This interval, however, he employed most profitably in learning the language of the Indians among whom he was intending to reside (the Tsimpseans), and otherwise in preparing for the work before him.

"Upon his arrival at Simpson, Mr. Duncan was, in pursuance of orders to that effect given by the governor, quartered in the fort of the Hudson Bay Company, and one of the smaller houses was allotted to him, which was large enough for a school, as well as for his dwelling. In the fort he found eighteen men assembled—one Scotch, one English, three Sandwich Islanders, and thirteen French-Canadians, each having an Indian woman living with him. There were also seven children, and he was told there were some half-breed children scattered about the camp, who, if he pleased, might be received into the fort for instruction.

"On Sunday, the 11th October, he first performed divine service in this scene of his new and arduous labors, and on the 13th he opened school with but five half-breed boys, belonging to the fort, as pupils, the eldest not five years old. Speaking of this, he writes: 'I am very glad for their sakes that they are so young. These I intend to teach in English. Their parents seem exceedingly delighted. I did think of taking a few half-breed children out of the camp, but I find they have been so long abandoned by their fathers that they have forgotten every word of English, and become so much like the Indians that I shall be obliged to deal with them as such.'

"Again Mr. Duncan writes: 'To-day a chief came, who is suffering from a bad cough, and seems wasting away. He very anxiously desired relief; but it is of no use giving them any medicine for such complaints, as their habits prevent any good effects ensuing. I perceived by his countenance he wanted to tell me something serious. Like a man about to take a long journey, he seemed gasping for directions about the way. Oh! how I longed to tell him my message, but I could not. I made him understand that I should soon be able to teach them about God, that I had His book with me which I should teach from, and my object was to make them happy. His constant response was, 'Ahm, Ahm' (good, good). Upon another occasion the same man asked to see 'Shimanyet Lak-kah, Shahounak' (God's book)."

ATTEMPT TO MURDER DUNCAN.—In December, a chief named Legaic accompanied by a party of medicine-men, enraged because the people were losing interest in sorcery through Mr. Duncan's teachings, attempted to murder him. This same chief afterwards became a zealous Christian. In April, 1860, Mr. Duncan visited the Indian villages on the Naas River, where he received a warm welcome.

In May of that year he visited the site of a deserted village, which afterwards was chosen as the site of the Christian village of Met-lah-kat-lah, about twenty miles down the coast from Fort Simpson.

UNWELCOME VISITORS.—Mr. Duncan returned to Victoria for a short time in 1860, to consult with Governor Douglas and Bishop Hills on the best course to pursue for the management and improvement of the Songhie Indians near Victoria, and the thousands of natives from the north, who, attracted by the influx of miners, came to visit them. They together lived the most debased lives imaginable. It was but too clear to Mr. Duncan that his work, far away among the Tsimpseans, at Fort Simpson, was likely to be counteracted by the bad lessons which his former pupils would learn during their visits to the south.

ONEROUS DUTIES.—The Indians referred to included the fiercest of the coast tribes, yet they placed implicit confidence in Mr. Duncan's good faith and motives. Speaking of them, he says: "My duties have kept me from noon till night among the Indians. They so appreciate my exertions for their temporal welfare that many have come to receive religious instruction who would otherwise have stayed away. The Indians are continually coming to me with their troubles, and seem grateful for my assistance. I also succeeded in getting several into good places as servants."

INDIAN SCHOOLS.—When Governor Douglas returned from British Columbia, in June, he at once acceded to the plans submitted to him for the benefit of the Indian population, and took the necessary steps to carry them into action. At a public meeting £60 was collected for the erection of a school-house. The governor himself made the sum up to £100, and the building was immediately commenced.

ASSISTANCE FOR DUNCAN.—The Church Missionary Society had sent out Mr. Tugwell, who arrived on the 8th of August, to join Mr. Duncan; and it was determined that they should both go at once to Fort Simpson, in order that Mr. Duncan might introduce his companion to his duties there, and then return to Victoria for the winter to superintend the new schools. They, accompanied by Mrs. Tugwell, left Victoria on the 13th, and reached Fort Simpson on the 21st August. Soon after their arrival, they were informed that the Rev. A. Garrett, and Mr. Mallandaine, catechist, had volunteered to take charge of the Indian schools at Victoria, and that Mr. Duncan need not return there.

It was known to Mr. Duncan and Mr. Tugwell before leaving

Victoria, that accommodation for himself and his companions could not be afforded by the Hudson Bay Company, and that it would be necessary that they should build a place outside the fort for school and dwellings. The question for them to decide was,—where to build? Many of the Indians were desirous of returning to their old villages, about fifteen miles from Fort Simpson—Met-lah-kat-lah. Mr. Duncan, in writing on the subject, says:

> "The choice of a site for our mission premises rests, I think, between the neighborhood of Fort Simpson and Met-lah-kat-lah. I will compare the two places, and I think you will agree with me, that the latter place is decidedly to be preferred.
>
> "The only advantage of Fort Simpson is a negative one—that is, by remaining here we shall avoid the trouble of a move. But the disadvantages are great. The influence of the fort, and the immoralities allowed on board the Company's ships which come here, greatly oppose the influence of the mission. More than all, the physical character of the country in the neighborhood of the fort is exceedingly bad, and, to my mind, condemns the place at once. One effect the mission must have upon the Indians will be to make them desire social improvement. How necessary, therefore, it is, that the mission be established where social improvement is possible.
>
> "But at Fort Simpson it is not possible. First, as to beach-room. This is essential to the comfort and welfare of these coast Indians, who have so many canoes to take care of. But the whole of the beach at Fort Simpson is now more than conveniently occupied; and then as to land about this place, it is all in such a state that it could not be made available for gardens without immense labor, and appliances for which the Indians do not possess. Met-lah-kat-lah, however, not only possesses these two essentials to improving the Indians socially, viz., plenty of beach-room and plots of land for gardens, but its channel is always smooth and abounds with salmon and shell-fish, while its beauty stands in great contrast to the dreary country around Fort Simpson.
>
> "It may be asked," continues Mr. Duncan, "why did not the Company establish their fort there? This is easily explained. Twenty-five years ago, when Fort Simpson was built, the Company had sailing ships employed up the coast, and the passage to the old Tsimpsean village being rather narrow, they preferred this as the entrance to the harbor is wider; but to steamers, the way to Met-lah-kat-lah presents no difficulty. The Indians were induced to leave their ancient home for the sake of trading with the fort; there is now no necessity for remaining near it for that purpose; other facilities for trading are opening up; a schooner, not the Company's, is, at this moment, in the harbor, doing a famous trade with the Indians; indeed, I may say that the importance of Fort Simpson as a central trading-port is gone; very few Indians from any other places come

here now, as they used to do, and fewer will continue to do so; everything seems propitious and prepared for a move to be made for the social welfare of those poor tribes, and surely it is worthy of this mission to be the leader in such a praiseworthy undertaking."

Mr. Tugwell's Health Failed.—After remaining a year at Fort Simpson, Mr. Tugwell's health became so seriously affected that he was obliged to resign his labors and retire to Victoria. Mr. Duncan was, therefore, again left to labor single-handed. The plan which they had proposed carrying out, had they been permitted, was that Mr. Duncan should remain at Simpson, while Mr. Tugwell should go to Met-lah-kat-lah, build a house there, and draw the Indians round him as they left Simpson. This purpose, however, Mr. Tugwell's illness frustrated. Mr. Duncan's own health began to suffer. Strong as he was, his labors had told severely upon his constitution. He required to make a trip to Victoria for change of air and rest. The sort of man required to assist, he said, must be of "a peculiar stamp—simple and hearty, hardy and daring—able and willing to endure rough work."

CHAPTER XIII.

VARIOUS INCIDENTS AND PROCEEDINGS.

New Year Receptions.—With the commencement of the new year, Mr. Duncan began his labors among the Indians outside the fort. "It would be impossible," he says, "to give a full description of this, my first general visit to the Indians in their houses, for the scenes were too exciting and too crowded to admit of it. I confess that cluster after cluster of these half-naked savages round their fires was, to my unaccustomed eyes, very alarming; but the reception I met with was truly wonderful and encouraging. On entering a house I was greeted by one, two or three of the principal personages, with 'Clah-how-yah,' which is the complimentary term used in the trading jargon. After a little time several would begin nodding and smiling, at the same time in a low tone reiterating, 'Ahm, ahm-ah-ket—ahm shimanyet (Good, good person, good chief). In some houses they would not be content till I took the chief place near the fire, and always placed a box upon a box for me to sit upon. I found forty-seven sick, and three in a state of lunacy."

NEW SCHOOL-HOUSE.—In the autumn of 1858 Mr. Duncan commenced building his school-house outside the fort, a work in which the Indians greatly assisted, providing plank and bark for the roof, to the value of about five pounds. Many took the boards off their own houses to give him, and some even the pieces that formed part of their bed. It is noticed in his journal, "that by the 15th of November the plastering would be dry enough for whitewashing."

SATISFACTORY PROGRESS—NOSE-RINGS.—Great progress was made in teaching during the winter of 1858-9. His heart was gladdened by the chiefs coming to say that they had made up their minds to abandon sorceries and medicine-work. The school-house was finished only on the 17th November, and on the 19th, in the morning, fifteen children were present. Before noon about seventy had arrived. In the afternoon there were fifty adults and fifty children present. "It was," says Mr. Duncan, "very difficult to proceed with such a company, and I should have found it more so, but for the children whom I already had under training. November 23rd—Both yesterday and to-day we mustered about one hundred children, and from forty to fifty adults at school. November 25th—This morning about 140 children and fifty adults. I am glad to see, already, an improvement in their appearance, so far as cleanliness is concerned. I inspect them daily. Some few have ventured to come with their faces painted, but fewer daily. A good many, too, have cast away their nose-rings."

NEW MISSIONS ESTABLISHED.—Other missions were established upon the same plan as Met-lah-kat-lah. One at Kincolith, on Naas River, in 1864, was in charge of Rev. A. Doolan. It included the five tribes of Tsimpseans, on that river. Mr. Doolan was succeeded by Robert Tomlinson, M.D., who remained until 1879, when he left to establish a new mission. He was replaced by the village teacher, Mr. Henry Schutt. The mission numbered about 150 people. About forty miles above Kincolith, a new mission was established at Kittackdamin, also on Naas River, and placed in charge of Arthur, a Nishkah Indian catechist; a school-house was erected and a good school started. Another native teacher was placed at Kitwingach, on the Skeena River, one hundred miles from Kittackdamin.

COURTS OF JUSTICE ORGANIZED.—Early in March, Chief Justice Begbie had organized a court at Langley and empanelled a grand jury. Several cases were tried, and the terrors of the law spread amongst evil-doers. On the 2nd of March, Lieutenant-Governor Moody and suite left Victoria for Langley; and, by the middle of the month, he had proceeded to Queensborough, where he superintended the Royal Engineers, etc., who were at work surveying and clearing the site of the proposed capital. Colonel Moody and suite returned to Victoria on the 31st of March. A court of assize had been opened at Yale on the 23rd of March, and the announcement made that the next session of court would be held at Lytton on the Upper Fraser. It is recorded that the northern Indians at Victoria were so numerous at Victoria in March, that on the 16th of that month H.M.S. *Tribune* was commissioned to tow the Indians and their canoes out as far as Johnson's Pass, in charge of Sheriff Heaton, whence they must shift for themselves.

QUEENSBOROUGH.—A correspondent writing on the 5th of April, 1859, says: "The site of Queensborough is seventeen miles above the sand-heads, or mouth of the Fraser, on the west bank of which it rises with a gradual ascent, until its altitude becomes about one hundred feet, where it is level. The undergrowth and fallen trees, in various stages of decomposition, render a walk over the entire locality somewhat laborious; yet curiosity and a desire to see for myself led me far up and around, beneath the lofty spreading arms of the fir, cedar, hemlock and spruce, and less regularly beautiful, though scarcely less useful, ash, elm, birch, apple, cherry, maple and elder, with which the site abounds. Some of the timber is very large, one cedar measuring 27 ft. 8 in. five feet from the ground; another, 18 ft. 6 in.; another, 25 ft.; and one spruce, 22 ft. 2 in. One fallen fir tree, cut from the site of the custom house, measured 220 feet in length free from the stump, which measured 4 ft. 6 in. in diameter..

SURVEYED BY THE ROYAL ENGINEERS.—"The commercial part of the prospective capital will present a wharfage front of a little more than a mile in lengh, and as a road sixty-six feet in width is now being surveyed by the Royal Engineers, next and along the shore, the construction of as much wharfage as will be necessary for the accommodation of unloading ships will be sufficient to furnish a draught of at least twenty-five feet at high water, on an average. The tide rises six feet along the bank, by actual measurement, offering rather a convenience than detriment in any point of view. The river at this point is half a mile wide; six hundred yards of which distance offers good anchorage in from twenty-five to fifty feet of water, which will afford ample room for the merchant marine of Queensborough.

IMPROVEMENTS ARE MADE SLOWLY.—"The town is but as yet little improved—two grocery stores, and a few houses and tents occupied by those employed on the public buildings and works, being the only structures at present erected. The custom house and treasurer's office are in progress, and will, it is thought, be completed within two weeks. A pier will be commenced this week in front of the custom house site, to extend twenty feet beyond low water mark, affording wharfage for vessels drawing from fifteen to twenty feet of water at low tide. A temporary custom house station has been erected at a point higher up the river, opposite and facing that portion of the town selected for the site of the barracks and officers' quarters. This reserve (afterwards named 'Sapperton') is separated from the commercial town by a small running brook, at present crossed by the trunk of a fallen tree. At the barracks a storehouse is in process of erection, one or two temporary buildings having been already built for the accommodation of Lieut.-Governor Moody and suite. The Topographical Engineers' mess was on board the *Recovery*, formerly used as a revenue vessel in the river, but which is now anchored a few feet off shore in front of his Excellency's quarters. Mr. Richard King's name is mentioned as being the contractor for building the custom house.

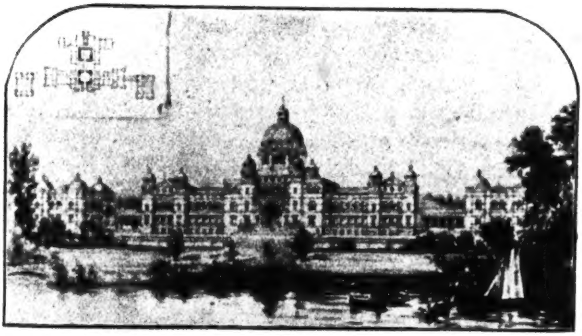
THE FIRST PUBLIC SERVICE.—"On Sabbath last the first religious services were performed in this place, the Rev. E. White, Wesleyan missionary, officiating. The congregation assembled in one of the shady spots surveyed for a public square, and consisted of one lady and two children, and some fifty males. It was a beautiful spot, and the occasion one of peculiar solemnity. Flowers were blossoming within a few feet of us, and beautiful birds were twittering amid the rustling branches of the stately conifera. The dense forest around and beyond seemed to echo back the warning tones of the speaker's voice, and as the congregation united their voices in songs of praise, the very trees seemed to blend their cadence in the melody."

EXPRESS COMPANIES.—Mayne says of expresses: "All over California and British Columbia, letters or parcels are carried with perfect safety, and, all things considered, very cheaply, by means of them. The organization of some of these companies is most elaborate. The principal one is Wells-Fargo's, which has agencies all over the world. Their office in Victoria is one of the finest buildings there. I have never known a letter sent by them miscarry. The charge for sending anywhere in California is ten cents (5d.), and so great is my faith in them that I would trust anything, even in that insecure country, in an envelope bearing the stamp of Wells, Fargo & Co.'s Express. There are several minor expresses in the different parts of the country—Ballou's Fraser River Express, Jeffray's Express, Freeman's Express, all of which appear to flourish; and so great is the trust reposed in them, and the speed with which they travel, that the miners, as yet, prefer sending their 'dust' by them to the Government escort."

Postal Rates and Incidents.—Under date May 4th, Alex. C. Anderson, signed Postmaster-General, Victoria, V.I., announces that the conveyance of letters by private expresses has been sanctioned, provided that every letter conveyed by such expresses within the colonies of Vancouver and British Columbia, or between the said colonies, or from those colonies to other parts, be prepaid for colonial postage either by stamped envelopes or cash, namely 2½d. or five cents. A sale of town lots at Queensborough, to take place at Victoria on June 1st, is advertised by order of the Lieutenant-Governor and Chief Commissioner of Lands and Works, signed Robert Burnaby, Secretary; also town lots at Fort Hope, Fort Yale, and Fort Douglas, above the same signature. The first church erected in the colony of British Columbia was at Langley, where the Rev. W. Burton Crickmer, Rector, preached the first sermon, May 13th, 1859. He arrived from England along with Colonel Moody and suite, who reached Victoria, 25th December, 1858.

Colonel Moody's Residence.—The work of clearing the site and improvements at Queensborough were so far advanced that a permanent residence was ready for occupation by Colonel Moody and family on 18th of May, when he and suite left Victoria in the steamer *Beaver*. "A large concourse of the personal friends of Colonel Moody and his estimable lady," according to the Victoria *Gazette*, "were assembled on the wharf to pay their parting respects and bid them adieu, and the guns from the old bastion of the Company's fort thundered forth the customary salute, as the *Beaver* steamed out of the harbor." The same issue of the *Gazette* (May 19th, 1859), referring to Victoria states: "The grading of Government Street from Fort Street is progressing fairly towards completion. The pile driver is busy in setting the foundation timbers for the new bridge which when completed will extend this fine thoroughfare across James Bay. On the opposite bank may be seen the first of the new public edifices. This one, now nearly finished, is intended for the land office, and the ground in its immediate vicinity is being broken preparatory to the erection of the rest of the projected government buildings."

BRIDGE AND PUBLIC OFFICES.—The item relating to the bridge (which was opened for traffic 5th of July) and the public buildings is interesting, inasmuch as it shows the progress of the works and fixes the date of their construction. Governor Douglas, it appears, had his own difficulties to contend against. In the House of Assembly there was a vigorous opposition party, and outside "the House," the *British Colonist* newspaper, first published in 1859, opposed the general policy of the governor. The editor took exception to the building of the bridge across James Bay, and to the plans and construction of the new public buildings then in course of erection. In reference to the latter he says: "They have not the merit of being either cheap or convenient. At a very large expense to the colony, they are built and scattered over a square like a number of goose-pens. The experience of the North American colonies, and our utilitarian cousins, points directly to the erection of one building in which all the offices of the capital of the colony can be located. But for some reason or other, blundering of the most wretched character appears to be an essential characteristic of the present administration, whether it relates to legislation or public works."



THE ERECTION OF THE NEW PARLIAMENT BUILDINGS COMMENCED 1893.

THE NEW PARLIAMENT BUILDINGS.—Be this as it may, the buildings of 1859 have done good service, before and since the union of the colonies. Latterly, however, they have become too small for the proper accommodation of the departments and the larger number of offices required to transact the increased business of the Province. They are now being replaced by a magnificent, substantial and elegant pile of buildings as suggested in 1859, to defray the expense of which the Legislature of 1893 voted the sum of $600,000. The new buildings will occupy the site chosen for the former buildings by Governor Douglas. No better site could then or now have been found within the city limits. It is of ample size and occupies the block bounded by Bird Cage Walk Street, Belleville Street, and Menzies Street, to a line running east behind the new drill shed to intersect Bird Cage Walk Street, which contains about ten acres. The Provincial Government transferred to the Dominion Government one acre of the south-west corner of the area described, on which a drill shed was erected in 1892-3, at a cost of between forty and fifty thousand dollars. The Provincial Government in 1892, to make the site of the public buildings more commodious and symmetrical, expropriated a strip of land, which with the cottages thereon required the sum of $59,000 to purchase it from the proprietors.

UNITED STATES CURRENCY LEGALIZED.—In the Legislative Assembly, a bill was passed April 7th, making United States currency a legal tender in the colony of Vancouver Island. On the 12th of April, the ship *Thames City*, from London, arrived at Victoria, with the main body of the Royal Engineers, government stores and merchandise. As many as three thousand people had arrived in the "canoe country" before the 1st of May; and on the 12th of May, $115,000 of gold dust was reported. The Royal Hospital is reported about completed in Victoria. It is also recorded that Governor Douglas had not only generously aided in the erection of the new hospital buildings, but had borne a large proportion of the expense attendant upon the conducting of the temporary hospital, under the charge of the Rev. Mr. Cridge.

GOVERNOR DOUGLAS, in a message to the House of Assembly, dated 7th May, 1859, says:

> "In respect to the public offices now required, I have made a demand on the agent and representative of the Hudson Bay Company, the proprietors of Vancouver Island, to provide the necessary funds; and he has agreed to defray all expense of erecting such buildings.
>
> "I have also to remind the House of Assembly that the building now occupied as a government office, as well as that used for a land office, are the property of the Hudson Bay Company, and that these buildings have not been removed, as the resolution of the House may be understood to imply, but merely surrendered to the agent of that

Company, on his undertaking to provide for the erection of other buildings for the public offices of the colony.

"The offices immediately required are: A treasury with fire-proof vault; a barrack for the military guard; a land office; an office for the registrar of deeds and conveyances; an office for the colonial secretary; a house for the legislative assembly; a supreme court; an official residence for the governor, and other buildings of inferior importance.

"A moment's consideration will satisfy the House that no site sufficiently spacious for the location of so many buildings is obtainable in the centre of the town without involving a very large outlay of money, in buying out the rights of the present holders of the land, which is now selling on Yates Street at the rate of £21 sterling a front foot, and that it would be neither proper nor judicious to pack the public offices of the colony into a confined space without regard to the arrangement and the proper distribution of air and light.

"The site which I have selected for the location of these buildings is recommended by many advantages, being dry, airy and spacious, containing ten acres of land, and having a cheerful aspect and an extensive view; and being a public reserve, it is acquired without expense. I propose to concentrate the public offices on that spot after a plan laid out on the most approved principles for health, convenience and ornament.

"The only objection made to the site when the question was debated in council was its distance by the circuitous route by James Bay, from the centre of the town; and as that would, no doubt, have been felt as a serious inconvenience, in order to remove it I agreed to the construction of a bridge as an extension of Government Street.

"The erection of the bridge has been contracted for at an expense of three thousand five hundred dollars, or about eight hundred pounds, which does not exceed the value of half a building lot in the centre of the town.

"I have further to observe, that no part of the expense of these buildings has been provided for by the House of Assembly, or out of any moneys which have been raised by their means, the whole cost being, in the first place, provided for by the Hudson Bay Company, and having ultimately to be borne by the Crown; therefore the whole establishment will remain the property of the Crown until otherwise disposed of.

"I would further remark for the information of the House, that the Crown may lawfully construct bridges in any situation where they do not interfere with private rights and are conducive to public convenience, and I presume the House is not disposed to question that right."

Another message from Governor Douglas to the House of Assembly will illustrate how his Excellency dealt with the people's representatives in those days:

"GOVERNMENT HOUSE,
"VICTORIA, VANCOUVER ISLAND, *May* 7, 1859.

"*To the Speaker and Gentlemen of the House of Assembly*:

"I have received a communication from your Speaker on the 4th of this present month, conveying copy of resolution which had passed the House on that day, to the following effect:

"'That as his Excellency has determined on removing some of the government offices from a central position of the town to the south end of it, as well as having a bridge constructed eight hundred feet in length, leading thereto, the erection of which and removal of government offices has not been brought before the people for their consent, therefore this House protests against the action adopted by his Excellency, and declares the same to be unconstitutional and a breach of privilege.—MR. YATES.'

"I have to inform the House in reply to the subject of that resolution, that it has been determined to erect certain buildings to serve as public buildings for the colony, on the south side of Victoria harbor, and to connect them by means of a bridge over James Bay, with Government Street, so as to render them convenient of access to the public.

"I have resorted to this measure simply because such offices have not been provided by the colony, and because they are pressingly wanted for the public service; and the south side of Victoria harbor has been selected as the site whereupon they are to be erected, on account of its being airy, spacious and convenient, and acquired without expense; while by isolation from the town, it is in a great measure secured against the danger of conflagration, and because it is impossible to procure a site of extent sufficient for the purpose in the centre of the town, without incurring an enormous outlay of money.

"I did not think it necessary to consult the House concerning the erection of those buildings, for the reason that the House was not called upon to defray their cost, and because the House has on all occasions declined to take any responsibility in such purely executive matters, or (with one exception) to provide funds for any colonial improvements whatever.

"Thus, the support and maintenance of places of public worship, of the colonial schools, the salaries of the clergymen and teachers, the construction of roads, the erection of the police courts, of the custom house and other public edifices, the establishment of a police force, the administration of justice, and all other measures providing for the public safety and convenience have been thrown entirely on my hands, without any pecuniary aid or assistance whatever from the House of Assembly.

"I will remind the House of Assembly of the reply to a message from me, dated 9th day of August last, representing the insufficiency of the public jail, and requesting their aid in providing better prison accommodation, and for the erection of an hospital for the relief of the indigent sick. The House on that, as on other occasions, did not grant the desired aid, and threw the entire *onus* of erecting such buildings on the Executive. . . . .

"Disclaiming any intention, and assuming no right, to question the opinion of the House as to the nature and extent of its own privileges, I have entered into the explanations herein given to prove that the course I have, in this case, pursued was dictated by necessity—implies no discourtesy to the House—was founded on precedent—violates no constitutional law—and is admitted on all sides to be of great public advantage."

CHAPTER XIV.

DETAILS OF GOLD MINING.

Gold Plentiful.—In 1859 the gold excitement was not so intense as during the former year. The state of the roads, the difficulty of reaching mining locations, the high price of provisions, and the lateness of the season before the water in the Fraser River was low enough to allow the "bars" to be worked, were the chief causes of delay in the arrival of miners. Gold was found in abundance when properly and persistently looked for. Governor Douglas was full of activity in Victoria. He organized an expedition to examine reported gold in Queen Charlotte Islands. Major Downie, an experienced prospector and gold miner in California, was commissioned by him to visit and report on the northern portion of the mainland, going by Port Simpson and the Skeena River. This Major Downie accomplished and reported on in March and October of that year. Lieutenant-Governor Moody also fitted out several parties of Royal Engineers to survey and repair roads.

The Prospector's Pan.—The following remarks on the various methods of working mining claims and mines may be found of interest to the general reader, and especially to those who have been connected with British Columbia or attracted to it by the reports of its gold fields and diggings. The first task of the miner in new portions of a gold country is *prospecting*. To accomplish this he equips himself with a "pan," and a small quantity of quicksilver. The river sides are generally first examined, although many diggings are found away from the banks. The deposit usually consists of a thick, stiff mud or clay, intermixed with stones. In some cases the deposit is covered with sand, so that before the "pay dirt" is reached the surface has to be removed. The workings on rivers and their banks are called "bars," and are often named after the prospector or discoverer.

HOW IT IS USED.—As soon as the prospector reaches a spot which he thinks will yield gold to pay, he unstraps his pan, and fills it with the earth to be tested. Then squatting near the water he holds the pan by the rim, and dips it into the water, giving it a sort of rotary motion, stirring and pressing the contents occasionally until the whole is fully saturated. The larger pieces of stone are thrown out, and the edge of the pan tilted upwards, when additional water is poured on, and the rotary motion continued until the lighter portion of the earth passes over the edge of the pan and nothing but a few pebbles and specks of black or metallic sand are left, among which the gold, if there is any, will be found. The specific gravity of the black sand being nearly equal to that of the gold, while wet they cannot be at once separated, and the nuggets, if any, being taken out, the pan is laid in the sun or near a fire to dry. When dry the particles of sand, being lighter, are blown away; or if the gold is very fine it is amalgamated with quicksilver.

RICH DIGGINGS.—Miners and prospectors know by practice how much gold in a pan will constitute a rich digging, which is usually expressed by giving the earth a value as "5," "10," or "15 cent dirt," the yield in money. From the roughness of the process, however, panning never gives the full value of the actual gold in the earth tested. "If the gold should be in flakes, a good deal is likely to be lost in the process, as it will not then sink readily to the bottom of the pan, and is more likely to be washed away with the sand, and success depends on the gold settling at the bottom of the pan or other vessel used."

THE ROCKER OR CRADLE.—Mayne, in his book, says: "The 'pan' is hardly ever used except in prospecting, so that the 'rocker' or 'cradle' may be described as the most primitive appliance used in gold washing. In the winter of 1859," he continues, "when I first went up the Fraser, the rocker was the general machine—the use of sluices not having then begun. It was used in California in 1848, being formed rudely of logs, or the trunk of a tree; but properly made, it consists of a box 3½ to 4 feet long, about 2 feet wide and 1½ deep. The top and one end of this box are open, and at the lower end the sides slope gradually until they reach the bottom. At its head is attached a closely jointed box with a sheet iron bottom, pierced with holes sufficiently large to allow pebbles to pass through. This machine is provided with rockers, like a child's cradle, while within, cleats are placed to arrest the gold in its passage.

HOW IT IS WORKED.—"One of the miners then, the cradle being placed at the water's edge, feeds it with earth, while another rocks and supplies it with water. The dirt to be washed is thrown into the upper iron box, and a continual stream of water being poured in, it is disintegrated, the gold and pebbles passing down to the bottom, where the water is allowed to carry the stones away and the cleats arrest the precious metal. When the gold is very fine," he says, "he has seen a piece of cloth laid along the bottom of the box, covered with quicksilver to arrest the gold. When a party of miners work with rockers, they divide the labor of rocking, carrying water, if necessary, and digging equally among themselves. The rocker is the only apparatus that can be at all successfully worked single-handed; and rough as it appears and really is, men make thirty to fifty dollars a day with it, while far greater sums have been known to be realized by it. In washing gold, quicksilver has to be used always, except when the mineral is found very large and coarse. Even then, the earth is generally made to pass over some quicksilver before it escapes altogether, in order to preserve the finer particles, which forms an amalgam retaining the gold until it is retorted from it. In a 'rocker' perhaps from eight to ten pounds of quicksilver may be used daily; in a 'sluice' of ordinary size from forty to fifty pounds per day. The same quicksilver can be used over and over again when the gold has been retorted from it. A 'Long Tom' is an improved 'rocker.'

"'SLUICING' is another method of gold washing which can be operated on any scale, from two or three upon a river bar, to a large company washing away an entire hill by the 'hydraulic' process. Whatever may be the scale of the operations, sluicing is necessarily connected with a system of 'flumes' or wooden aqueducts of greater or less extent, either running along the back of a river bar and supplying the sluices, or intersecting the mining regions. 'Sluice-boxes' are of various sizes, but generally from 2 to 3 feet long, by about the same width. These are fitted closely together at the ends, so as to form a continuous, strongly-built trough of the required length, from 15 or 20 to several thousand feet; their make and strength depending entirely upon the work they have to do.

MINING AT HILL'S BAR.—"The following is the mode adopted at Hill's Bar, on the Fraser River, in 1858: The bar at that time extended about a mile and a half. A flume was constructed, carrying the water from a stream which descended the mountain at its southern end along the whole length of the bar, and behind those claims which were being worked. From this flume each miner led a sluice down towards the river, his sluice being placed at such an angle that the water would run with sufficient force to carry the earth but not, of course, the gold with it; but regulated as to allow time for the riffles and quicksilver to catch the gold as it passes. The supply of water from the flume to each sluice is regulated by a gate in the side of the flume, which is raised and allows the quantity required to pass out. The price paid for this side stream varies with the cost of timber, engineering difficulties of making the flume, etc. It is ordinarily established by the miners, who meet and agree to pay any individual or company who may undertake the work, a certain ratable rent for the water. The construction of these flumes is generally a profitable speculation for the contractor. The flume at Hill's Bar is said to have cost between seven thousand and eight thousand dollars, and each miner paid a dollar an inch daily for his share of the water. Later the price was reduced, the usual price being about twenty-five cents an inch. The sluice-boxes at Hill's Bar were very slight, about an inch plank, as the dirt which had to pass along was not very coarse. In the bottom of each box was a grating, made of strips of plank nailed crosswise to each other, but not attached to the box like the riffles. In the interstices of these gratings quicksilver is spread to catch the fine gold—the coarse being caught by the grating itself. The sluice is placed on trestles or legs, so as to raise it to the height convenient for shovelling the earth in; the water is then let on, and men feed the sluice with earth from either side, while one or two, with iron rakes, stir it up or pull out any large stones which might break the gratings."

WATER REGULATIONS.—By a proclamation issued under the public seal of the colony of British Columbia, 6th January, 1860, the following rules were to be observed: In any sluice the water taken into a ditch shall be measured at the head of the ditch. No water shall be taken into a ditch except in a trough whose top and floor shall be horizontal planes; such trough to be continued to six times its breadth in a horizontal direction from the point at which the water enters the trough. The top of the trough to be not more than seven inches and the bottom of the trough not more than seventeen inches below the surface of the water in the reservoir; all measurements being taken inside the trough and in the low water or dry season. The area of a vertical transverse section of the trough shall be considered as the measure of the quantity of water taken by the ditch.

AN INCH OF WATER.—The Mineral Act of 1891 (as amended in 1892 and 1893) states the rules for measuring water to be: "The water taken into a ditch or sluice shall be measured at the ditch or sluice head. No water shall be taken into a ditch or sluice except in a trough placed horizontally at the place at which the water enters it. One inch of water shall mean half the quantity that will pass through an orifice two inches high by one inch wide, with a constant head of seven inches above the upper side of the orifice." The definition of "one inch of water" is rather obtuse and perplexing.

HYDRAULIC MINING is operated on a larger scale. Sluices, however, are required, as in ordinary sluice mining, and the boxes are constructed and put together in a manner somewhat similar; but instead of being of light timber, are made of plank, backed by cross-pieces, so as to be of sufficient strength to bear the passage of any quantity of earth and stones which may be forced through them by the flood of water used. They are made shorter and wider, being, according to Mayne, who, having witnessed hydraulic mining at Timbuctoo in California, states they are generally about fourteen inches long, by three to four feet wide. Their bottoms, instead of gratings, are lined with wooden blocks, like wood-pavement, for resisting the friction of the *débris* passing over it, the interstices being filled with quicksilver to catch the fine gold. The sluice thus prepared, is placed in a slanting position, near the foot of the hill or bank to be operated on.

SCIENTIFIC MINING.—The operation consists of throwing an immense stream of water upon the bank or hill, as a fire engine plays upon a burning building. The water is led through gutta percha or canvas hose, four to six inches in diameter, with a force proportionate to the pressure of the weight from the head or pen stock. It is consequently driven with great force, and dissolves the bank rapidly. "There is more knowledge and skill required in this work than would at first sight be supposed necessary. The purpose of the man who directs the hose is to undermine the surface as well as wash away the face of the bank. He, therefore, directs the water at a likely spot until indications of a 'cave-in' become apparent. Notice being given, the neighborhood is deserted. The earth far above cracks, and down comes all the face of the precipice (if the work is on a side hill) with the noise of an avalanche." By this means a hill several hundred feet higher than the water could reach, may be washed away and rendered profitable, which would not pay by cradle-washing, hand-sluicing or by tunnelling.

CHAPTER XV.

HYDRAULIC MINING SUCCESSFUL.

Large Gravel Deposits.—In the rich mining region of Cariboo, preparations are being made (1893) to carry on hydraulic mining on an extensive scale. The Cariboo Hydraulic Company have secured several rich gravel deposits on the south bank of the Quesnelle River, near the forks of the river, and are excavating a ditch twenty miles long to furnish a supply of water. They have 150 men at work, and next season the mines will be fully equipped and in working order. Another company have eight mining locations on Horse Fly River, covering an area of over one thousand acres, situated fifty miles north-east of the One Hundred and Eight Mile House, on the Cariboo road. The "Discovery" mine—one of the eight—will be opened in the first place. Seventy-five men—thirty-one of them Japanese—are at work on ditches. One of the ditches is ten miles long. It will convey water from Mussel Creek to the mines. In addition to this ditch, a pipe is being constructed, thirty inches in diameter, and 8,330 feet in length, to be used in conveying the water across four depressions, two of them fully 200 feet in depth. The steel plate of which this pipe is made weighs 170 tons. Messrs. McGillivray & Armstrong, of Vancouver city, are the builders. It will be conveyed to Cariboo this winter (1893) on sleighs.

An Experienced Manager.—The manager of the company (The Horse Fly Hydraulic Co.) has been for twenty years engaged in similar work in California, and brings along with him great experience. He states that the gravel deposits in the region referred to are of much higher grade than those of California, and are probably the most extensive and richest in the world, only requiring capital to open up their vast resources. Sample lots have been washed, and gave from twenty cents to three dollars per cubic yard. Application has been made to Parliament for the construction of a railway to connect with the Canadian Pacific Railway system near Kamloops. A charter has been granted for another railway—the Canada Western—to cross the Cariboo region from Vancouver Island, entering the mainland near Bute Inlet. The financial depression of 1893 delayed the construction of this railway for the time being.

QUARTZ-MINING is looked forward to, in the near future, in British Columbia with expectations of great success. Reports from the Kootenay district of abundance of ore, rich in gold, and silver, and lead, are received daily. Capitalists are investing. The Canadian Pacific Railway has constructed a branch line to Kootenay from near Revelstoke. Surveys are being made this summer (1893) from the east, by way of Lethbridge and Fort McLeod through Crow's Nest Pass, to connect with the branch lines already constructed by the Canadian Pacific Railway, as mentioned. The Cariboo district is awaiting railway communication to have a number of rich quartz locations developed.

THE GOLD COMMISSIONER for that district, in his report for 1893, says: "From evidences afforded me in my official position, I am led to the conclusion that the district is entering upon a new and prosperous career, scarcely inferior and certainly more lasting than the famous golden days of the early sixties. . . . Where absentees have invested, experienced miners were first sent to exploit the ground, and make a thorough examination of the facilities for working, and report before development works were undertaken. . . . The unsettled state of the silver market, and the probable construction of a line of railway into Cariboo in the near future, have had much to do with attracting the attention of the mining world to the gold fields of our district."

RICH GOLD REGIONS.—So is it also in the Cassiar district, and as far north as the Babine mountains, the Stickeen and the Liard rivers. On Vancouver Island, near Alberni, Chinese miners have been at work for several years at a place they have named China Creek; and, in 1893, other locations have been taken up, which in three tunnels on the Golden Eagle claim had given excellent results. At Thunder Hill Mine, in East Kootenay, the gold commissioner's report for 1893 states that the work has been active during the summer. Two steam drills have been in use, which have worked to great advantage. Large quantities of concentrating ore have been taken out and stored in bins, ready to be transported to the concentrating works on the shores of the Columbia Lake, a distance of about one and three-quarter miles, as soon as the erection of the machinery is completed, and the tramway leading from the mine to works in running order. The concentrating plant is of a capacity of fifty tons a day.

The Mode of Treating the Ore is described as follows: "It passes from the crushers to the rolls; then to the screens, and descends to the jigs." The concentrates resulting from this treatment are here withdrawn, whilst the "slimes" undergo fine concentration on double revolving "buddles" or slime tables. The tramway is on a descending grade from the mine. The trucks are run by gravitation. The Company contemplates working the mine with a 250-ton plant, when the present plant shall have proved itself an established success in dealing with the ores from the mine.

Quartz Mill in California.—The working of a quartz mill in Nevada county, California, crushed on an average thirty tons daily; value of ore, $60 to $70 per ton. The quartz is picked or blasted out in the usual way, then conveyed by tramway to the mill, where it is broken by hand into pieces about the size of an egg. (This was the process in 1860.) The broken ore was then introduced into boxes over which stood a series of heavy stampers, made of iron, or wood shod with iron. The stampers were moved by cogs connected with a revolving wheel, which lifted them and let them slip down into the boxes. The quartz mill referred to had thirty-four of these stampers. The stamping boxes were supplied with water by a hose or pipe on one side, while on the other side is a hole, through which the quartz, as it is crushed, passes out in the form of a thick white fluid. As it comes out it is received upon a frame work, placed at such an angle that it passes slowly over it; on this frame are several quicksilver riffles, which catch and amalgamate the gold as it glides along. Beyond this again is another frame, over which is spread a blanket, which arrests any fine particles which escape the quicksilver. Even with all this care, there is considerable waste, and the 'tailings,' or refuse, is generally worth a second washing."

Although the rush of miners was nothing like equal to that of the former year, yet on the Lower Fraser, as well as on the Upper Fraser and on the Thompson River, large quantities of gold were obtained. Improved roads, also, lowered the price of provisions, enabling the miners to reach the interior of the country with much less toil and privation than formerly. During the latter part of 1859, prospectors had pushed along the Quesnelle and Swift Rivers. They reported gold there in abundance, and of a larger grade than that which had been found on the bars of the lower rivers. Governor Douglas, accompanied by his secretary, A. G. Young, paid a visit to the mining localities in June, going along the Lillooet-Harrison road, and to Port Douglas, encouraging the miners and assisting Colonel Moody in his active endeavors to make the colony prosperous. On June 15th, he issued a proclamation regulating the fees of pilots. The port of Queensborough was defined to "comprise all the waters, mouths and channels of Fraser River, between the deep water of the Gulf of Georgia and a line drawn due north and south through the eastern extremity of Free Island."

QUEENSBOROUGH was now the commercial centre of the new colony of British Columbia. On the 2nd of June, 1859, Governor Douglas issued a proclamation establishing the tariff of custom duties to be levied in the colony, and declaring the port of Queensborough to be "from and after the 15th of June, now next, the sole port of entry for all vessels entering Fraser River, and for all goods imported by sea into the ports of British Columbia adjacent to Fraser River." A most successful sale of Queensborough town lots was held early in June. The prices ranged at from $100 to $1,925, the latter being the price stated of lot 11, block 5, to D. F. G. Macdonald; $1,900 for lot 7, to Wolff & Simpson; $1,700 for lot 10, to Henderson & Burnaby. The lowest price of the eight lots sold in block 5 was lot 2, $1,500, to Henderson & Burnaby. Lot 2, block 6, opposite to A. DeCosmos, for $1,175, and lot 8, block 9, to Dr. J. S. Helmcken at $100.

TO ENCOURAGE SETTLEMENT on Vancouver Island, about 20,000 acres of land were advertised to be put up for sale by auction on the 1st of August, at an upset price of $1.00 (4s. 2d.) per acre, in the districts of Esquimalt, Metchosin, Sooke, Lake and North and South Saanich. On the mainland, in the new colony, the building of roads, making surveys, etc., were carried on with vigor; Colonel Moody with untiring zeal, urged on the development of the country. Many of the immigrants did not confine their attention to gold-digging. Intelligent adventurers saw that the country possessed riches in other respects. Its inexhaustible wealth of valuable timber, the excellent fish of almost every description which swarmed in its rivers, lakes and inlets, and the immense deposits of coal cropping out, in many localities, were not allowed to pass unnoticed. Not a few of the new-comers from Great Britain, from Canada, and from the United States also, decided to make homes for themselves in British Columbia, and were content to remain in the country, willing to give it their best energies, and to assist in developing and building it up.

In the meantime many improvements as well as new roads were required. Steamers were placed on the lakes connected with the Harrison-Lillooet route. The road of 1858 was widened and extended. Villages sprung up at different points. Wonderful energy was displayed by those hunters after gold, in making improvements and furnishing materials for steamers, hoisting and pumping machinery. Lumber was supplied from the sawpit close by; the "top sawyer" deserved his title. Governor Douglas had his time fully occupied with the multifarious duties which pertained to his dual office in both colonies. The San Juan Island difficulty, and the location of the international boundary amongst the islands in the Gulf of Georgia, caused him considerable anxiety. It is believed that if Governor Douglas could have had his way, he would have made short work of the United States troops.

On the 20th July, 1859, a proclamation was issued by Governor Douglas, setting forth that her Majesty had decided to change the name of the capital of the colony of British Columbia from Queensborough—or as it was sometimes called, Queenborough—to that of New Westminster. There had been some dispute of the use of the letter "s," in spelling the word. The proclamation declared that henceforth the capital should be called and known as New Westminster, and be "so described in all legal processes and official documents." A number of proclamations were issued during the year, of which copies were transmitted to the Secretary of State for the Colonies in London. This, together with lengthy reports on various subjects, entailed a vast amount of labor on the governor and his secretary.

After his return from an official tour in British Columbia, during which he visited the towns of New Westminster, Langley, Douglas, Hope and Yale, he travelled through the passes of Fraser River to Spuzzum, and inspected all the mining districts west of that place. His Excellency made a lengthy report, dated October 18th, 1859, which he transmitted as a despatch to his grace the Duke of Newcastle.

Among other things, it said "the district between Hope and Yale is not as populous as last year, the present mining population consisting of about 600 persons. The mining population from Yale to the Fountain is supposed to exceed 800 men, and about 1,000 men are engaged in the same pursuits between Alexandria, Fort George and Quesnelle River. The entire white population of British Columbia does not probably exceed 6,000 men; there being, with the exception of a few families, neither wives nor children to refine and soften, by their presence, the dreariness and asperity of existence. The value of the present gold exports from British Columbia is estimated at £14,000 a month, or £168,000 per annum: but this estimate does not include the large amount of gold dust remaining in the hands of miners, nor give a just idea of the whole quantity produced, which no doubt far exceeds the value herein stated.

"No schools have been as yet established in the colony; but my attention will be given to the subject of education, and provision made for elementary schools, whenever the wants of the country render them necessary." The report continues: "The colony is yet destitute of one highly important element; it has no farming class, the population being almost entirely composed of miners and merchants. The attention of the Government has been very anxiously directed to the means of providing for that want, by the encouragement of agricultural settlers, a class which must eventually form the basis of the population, cultivate and improve the face of the country, and render it a fit habitation for civilized man. The miner is at best a producer, and leaves no traces but those of desolation behind; the merchant is allured by the hope of gain; but the durable prosperity and substantial wealth of States is, no doubt, derived from the cultivation of the soil. Without the farmer's aid, British Columbia must for ever remain a desert—be drained of its wealth, and dependent on other countries for daily food."

The report further says: "The great object of opening roads from the sea-coast into the interior of the country, and from New Westminster to Burrard's Inlet and Pitt River, continues to claim a large share of my attention. The labor involved in these works is enormous; but so essential are they as a means of settling and developing the resources of the country, that their importance can hardly be over-rated; and I, therefore, feel it incumbent on me to strain every nerve in forwarding the progress of undertakings so manifestly conducive to the prosperity of the colony, and which, at the same time, cannot fail, ere long, to produce a large increase in the public revenue. We hope to complete the last section of a pack-road leading by the left bank of the Fraser, from Derby to Lytton, a distance of 170 miles, on or before the 1st day of February next."

QUEEN CHARLOTTE ISLANDS.—Mr. (Major) William Downie's report of the expedition which set out in July, 1859, to explore Queen

Charlotte Islands, is made the subject of a despatch dated November 21st. Mr. Downie and the body of miners were unsuccessful in finding gold on these islands in paying quantity. With the exception of Mr. Downie and a few others who crossed to Fort Simpson, the main body returned to Victoria. Mr. Downie and his party commenced the ascent of the Skeena River in a canoe. They reached the "Forks," a distance of 110 miles from the sea, *via* Port Essington. They were then obliged to travel fifty-five miles by land to the Indian Village of "Naas Glee," and fifteen miles beyond, they reached Babine Lake, which is about one hundred miles long and of sufficient depth to float vessels of the largest class. A stretch of low table-land thirteen miles wide, separates Babine Lake from Stuart Lake, which, although not as large as Babine, is equally well adapted for navigation. Mr. Downie and party, after much suffering and privation, eventually arrived at Fort St. James, on Stuart Lake. They made several important discoveries in course of the journey—finding some gold, extensive coal beds, and the land between the forks and "Naas Glee" well adapted for farming and suitable for the construction of roads. Major Downie recently published an interesting book, entitled "Hunting for Gold." He died at San Francisco, January, 1894.

COAST INDIANS—SMALL-POX.—The summer passed in Victoria without much excitement. Trade was brisk with the Hudson Bay Company. Their Alaska supply trade was continued as usual. A large quantity of grain and provisions was supplied from their outlying establishments—notably from those of the Puget Sound Company and the home farm at Victoria. The fur trade was not as yet seriously interfered with, except along the Fraser and Thompson rivers, and in the Okanagan country and on the Columbia River. The Indians along the coast, even beyond the Queen Charlotte Islands, were, however, attracted by the arrival of such large numbers of miners and the men-of-war men at Esquimalt. They came in thousands. A whole family—men, women and children—travelled in one canoe. The men became so dissipated and dangerous that the Government found it necessary to disarm them; and their women so degraded that force was required on the part of the authorities to drive them back to their native villages. Those visits were most unfortunate for them and for those they came to see. It introduced amongst them disease, and contributed to that demoralization which since then has totally destroyed the inhabitants of many villages at that time populous and prosperous. Thousands were cut off by small-pox.

A GRATEFUL HUSBAND.—Mayne says: "The Indians are well known to be polygamists, but I believe that a plurality of wives is general only among the chiefs of tribes, the rest being commonly too poor to afford this luxury. No other cause for such abstinence exists on their part. When Mr. Staines was the colonial chaplain at Victoria, the chief of the tribe residing there went to him for some medicine for his wife who was ill. He gave her something which cured her, and, to the astonishment of the chaplain and his family, a day or two afterwards the chief came to his house, leading his wife by the hand, and, in gratitude for her recovery, presented her to his benefactor. On being remonstrated with, I believe, by the chaplain's wife, who objected, not at all unnaturally, to the nature of the offering, he said it was nothing—not worth mentioning in fact, as he could easily spare her, she being one of eleven!"

POLYGAMY.—The Rev. Sheldon Jackson, D.D., in his publication, "Alaska," says polygamy, with all its attendant evils, is common among many tribes. These wives are often sisters. Sometimes a man's own mother or daughter is among his wives. If a man's wife bears him only daughters, he continues to take other wives until she has sons. To secure the desired number of sons one of the Naas chiefs is said to have had forty wives. In the interior and farther north similar conditions exist. On the upper Yukon River the men multiply their wives as the farmer his oxen. The more wives, the more meat he can have hauled, the more wood cut, the more goods carried. A great chief said: "Women are made to labor. One of them can haul as much as two men can do. They pitch our tents, make and mend our clothing."

CHAPTER XVI.

THE CLERGY RESERVE QUESTION INTRODUCED.

An agreement which had been made between the Rev. E. Cridge and the Hudson Bay Company created considerable discussion. It was brought before the House of Assembly by message from Governor Douglas, which said: "I have to submit for your consideration, with the sanction of her Majesty's principal Secretary of State for the Colonies, the copy of a communication from the Rev. E. Cridge, Colonial Chaplain of Vancouver Island, tendering a continuance of his services in that capacity; and I have to request that the House will favor me with their opinion on the subject. 10th Sept., 1859.—James Douglas:

Salary of the Chaplain.—"'Memorandum of Salary, Allowance, etc., for a Clergyman for Vancouver Island.—The Hudson Bay Company are desirous of sending out a clergyman to Vancouver Island to be stationed in the vicinity of Victoria, the principal establishment in the island. He will have charge of a district or parish, and, in addition, will hold the appointment of chaplain of the Hudson Bay Company, and will attend to the spiritual wants of the free settlers, and of the officers, clerks and servants of the Hudson Bay Company stationed at Victoria, and at the various farms in the neighborhood.

Church and Parsonage.—"'The church is in progress of construction, in the vicinity of the fort, and will probably be completed by the time the clergyman may be expected to arrive at the island. The Hudson Bay Company propose that the remuneration for these services shall consist, first, of a parsonage and glebe of one hundred acres, of which thirty acres will be cleared and put in a cultivable state; secondly, of a stipend of £300 per annum charged, with the sanction of the Colonial Office, on the fund arising from the sales of land—of which funds the Company are trustees, etc.; thirdly, of an allowance of £100 per annum from the fur branch of the Company, for acting as chaplain to the Company and attending to the wants of the servants.

Rations Allowed.—"'Until the house is finished, quarters will be provided for the clergyman in the fort. And till the land is put in a proper state for cultivation, rations will be allowed to him and his family, as provided for the officers of the Company. When the land is taken possession of by him, he will be expected to provide for himself.

BOARDING-SCHOOL.—" 'The Company think it very desirable that the clergyman should, as is done at Red River by the Bishop of Rupert's Land, take charge of a boarding-school, of a superior class, for the children of their officers, and would wish that he would take out with him, a gentleman and his wife capable of keeping a school of this nature.

SCHOOL-HOUSE AND RESIDENCE.—" 'The fur-trade branch would find a school-house and residence for the master and his family, and will vote an annual grant of £100 in aid of the school. Should they give satisfaction to the gentlemen in the country, they might expect from thirty to forty pupils, and the usual payment for each pupil would be £20 per annum for board, lodging and education.

" 'A FREE PASSAGE will be allowed from London to Vancouver Island to the clergyman, his family and servants, and also to the school-master and his family.

ENGAGEMENT FOR FIVE YEARS.—" 'It is understood that the engagement shall be for five years, at the expiration of which a free passage home will be granted, should the clergyman wish to return; *or, on the contrary, a fresh engagement may be entered into.* It is also to be understood that in the event of misconduct, the engagement may at any time be cancelled, on the recommendation of the Governor of Vancouver Island, and with the sanction of the Secretary of State for the Colonies. (Signed) A. COLVILLE, Governor Hudson Bay House (London), Aug. 12th, 1854.

" 'I hereby accept the terms and conditions as specified in the foregoing memorandum, September 13th, 1854. (Signed) EDWARD CRIDGE.' "

THE SUBJECT DISCUSSED.—In discussing the subject before the House the Speaker maintained that the appointment of Mr. Cridge was a permanent one, and that he was entitled to a salary until such time as the connection between Church and State was abolished. The following resolution was passed, the Speaker dissenting:

THE SPEAKER DISSENTED.—"*Resolved,*—This House is of opinion that by the memorandum of agreement dated 12th August, 1854, the Rev. Mr. Cridge was evidently led to expect a renewal of his engagement on faithful service; but the House would recommend the propriety of deferring the consideration of State and Church connection until the House is enlarged, and the sentiments of the people can be better understood."

A STARTLING FACT.—Public attention having thus been called to the Clergy Reserve question, it was taken up by the Rev. W. F.

Clark, Congregational Church Missionary, in a letter to the *Colonist*. In that letter he called attention "to the startling fact that there already exists in these young colonies, an *embryo State Church*. The arrangement recently made public, by which three-fourths of the salary of the Rev. E. Cridge is made a charge on the public funds, would be sufficient to show that we have the germ of this evil fully formed in our midst. But from returns to the Imperial Parliament, just received, it appears that a Clergy Reserve of *two thousand one hundred and eighteen acres* of land has been set apart in *Victoria district alone*. Similar reservations, for aught we know, may have been made in other districts."

OPPOSITION TO CLERGY RESERVES.—"The returns just alluded to also show that the Bishop of British Columbia, shortly to arrive, together with the Rev. Messrs. Gammage and Crickmer, come here, not merely as missionaries of the Episcopalian body, in which capacity they deserve to be cordially welcomed, but also as *appointees of the Government*. Their names appear in the same list as those of the Governor, Chief Justice, Attorney-General, etc., as belonging to the staff of Government officials for the sister colony. The list is headed: "Appointments, etc., *created by her Majesty's Government*." There can be little doubt but that either Clergy Reserves have been made in British Columbia, or that the making of them will be one of the earliest steps to be taken after his Lordship's arrival."

A PROSPECTIVE INCUBUS.—"Now, sir," continues Mr. Clark, "permit me respectfully to ask my fellow-subjects if they are content that Church endowments should be made in these young regions at the rate of two thousand acres of land *per* district? And are they prepared for the struggling, jealousy and unseemly strife that must ensue if the incubus of a State Church is laid upon us? If not, let protest and petition at once be resorted to, that this threatened evil may, if possible, be averted. . . ."

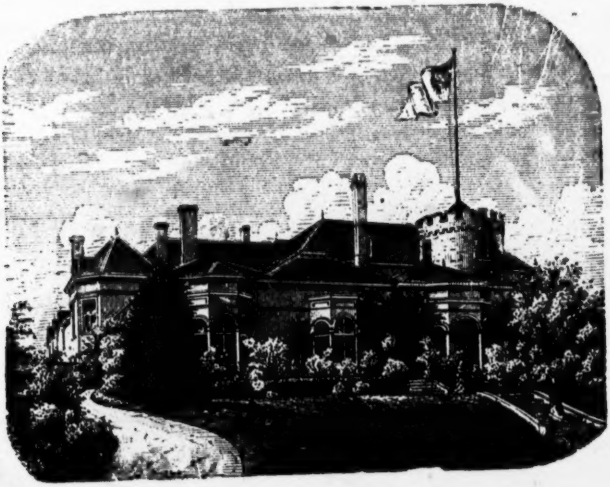
SUNDRY OPINIONS.—In a reply to Mr. Clark's letter, by Mr. A. D. Pringle, Fort Hope, the editor of the *Colonist* explains by adding: "The reserve, by return dated on July 30th, 1858, is 2,188 acres; and March 18th, 1859, the returns of all appointments, civil, military, and *ecclesiastical*, *made* or authorized by the home Government, includes the Bishop and those gentlemen. The salaries of the clergymen are not chargeable to British Columbia, although their appointments were authorized by the Government." The editor adds: "If British Columbia does not support a 'State Church' as well as the colony we cannot understand the following: Governor Douglas's despatch, Dec. 14th, 1858, says, 'I propose building a small church and parsonage, a court house and jail, immediately, at Langley, and to defray the expense out of the proceeds arising from the sale of town lands there.'"

PUBLIC SENTIMENT RESPECTED.—In the colonies of Vancouver Island and British Columbia, public sentiment was opposed to State Churchism,—the Clergy Reserves proposals were therefore abandoned. When Bishop Hills arrived at Victoria in January, 1860, the grant of one hundred acres which was to have been made to Mr. Cridge was reduced to thirty acres in the city, and transferred under trustees to the Church. Mr. Cridge was licensed by the Bishop to preach in the district of Victoria, which terminated his colonial appointment. His salary, after 1860, was paid by the congregation, supplemented from the missionary funds from England. His ministrations were highly prized by his hearers, and were continued until 1875, when, owing to a difference of opinion between Bishop Hills and himself, respecting the introduction of ritualism into the Church, he left the Anglican Diocese and organized a Church in connection with the Reformed Episcopal Clergy. A large majority of his former congregation seceded along with him. Amongst them was the former governor, Sir James Douglas, who presented the site on which the church was built, and in which Bishop Cridge continues (1894) to preach. Sir James also presented the Church with an organ. The nineteenth anniversary of the opening and dedication of the building was commemorated in November, 1893, by the venerable pastor.

THE SECOND GENERAL ELECTION.—Towards the close of the year 1859, considerable interest was taken in the approaching general election. The first parliament of the colony of Vancouver Island was prorogued in November. It had existed since 1855. The new elections took place in January, 1860. The second parliament met in March of that year. The past year was noted for its projected improvements and for the voluminous reports sent to the governor by surveyors, prospectors and explorers. Judge Begbie's report was one of great length. Referring to the journey and report, Bancroft says: "Accompanied by his high-sheriff Nicoll, and his clerk and registrar Bushby, the 28th of March, 1859, Mr. Justice Begbie began a notable journey—notable by reason of the shortness of the journey, and for the length of its description."

BEGBIE'S REPORT.—The report from the "CANOE COUNTRY" says miners are doing well, but roads are wanted, and people have to go on half rations and pay enormous prices for the necessaries of life. At Fort Alexander, 280 miles from the Forks of Thompson with the Fraser, in October, pork was $1.25; beans, 75 cents; flour, 75 cents; coffee, $1.50, and sugar, $1.00 per pound. In the early mining days, sixty miles above the Thompson country began the "CANOE COUNTRY;" to the north of which was what was termed the "BALLOON COUNTRY," and beyond that was the "CARIBOO COUNTRY."

NON-RESIDENCE OF OFFICIALS.—Dissatisfaction was expressed in New Westminster on account of the non-residence at the capital of the colony of several of the leading officials. A Reform League was organized, and various public meetings were held, at which scathing speeches were delivered, grievances discussed, and condemnatory resolutions and protests passed. Notwithstanding this the new capital was making substantial progress. Mining interests, although somewhat depressed, held out good prospects for 1860—especially from reports received from miners who had reached the Quesnelle River. The New Westminster *Times* commenced publication in September, 1859, with bright hopes for the future. Mount Baker, a short distance south of the international boundary line, showed a spurt of energy. The passengers by the steamer from New Westminster to Victoria, on the 26th November, reported that volcanic peak to be seen in a state of active eruption, "puffing out large volumes of smoke, which upon breaking, rolled down the snow-covered sides of the mountain, forming a pleasing effect of light and shade."



LIEUT.-GOVERNOR'S RESIDENCE, CARY CASTLE, VICTORIA.

CHAPTER XVII.

GOLD MINING TRANSACTIONS.

It would not serve any good purpose to attempt to follow the various successes or disappointments of the miners from place to place; but as the correspondent of the London *Times* gave a comprehensive account of the transactions during 1861, an extract from his report will give the reader a good idea of the work of that year. He says: "It is impossible to give a return of the 'yield' of gold produced by British Columbia, in the aggregate, with certainty. I shall merely attempt an approximation of the gross yield, from the best *data* within my reach. It is generally conceded that, including Chinese, there were five thousand men engaged in gold digging this year. The various government returns of customs' duties, and of interior tolls charged on the passage of merchandise collected, justify this assumption, while the miners' licenses issued tend to corroborate it. The mining population in the Cariboo Country, including within the division of the Forks of the Quesnelle River (fifty miles below), is put down on general testimony (of miners, travellers, other residents, and government returns) at 1,500 men.

"To work out the earnings of this aggregate of five thousand miners, I adopt a statement of names and amounts, made up from miners' information, of seventy-nine men who together took out in Cariboo, $926,680. The general opinion of the miners is, that (in addition to the 'lucky ones' who made 'big strikes,' and which I limit to the above number of seventy-nine), every man who had a claim or a share in a claim made from $1,000 to $2,000. Of these there were at least four hundred, and taking their earnings at a medium or average between the two sums mentioned—say, $1,500 to each—they would produce $600,000. There remain 1,021 men to be accounted for. Putting their earnings at $7 a day each, which is the lowest rate of wages paid for hired labor in the Cariboo mines, and assigning only 107 working days as the period of their mining operations during the season, to make allowance for its shortness by reason of the distance from the different points of departure and of bad weather, they would have taken out $764,729. These several sums added would make the yield of Cariboo and Quesnelie, $2,291,409 to 1,500 men for the season, by far the greater portion, or nearly all, in fact, being from Cariboo; although the north fork of Quesnelle is also very productive, and so rich as to induce its being worked, by fluming this winter, by about one hundred miners, who have remained for the purpose."

"The remaining 3,500 of the mining population, who worked on Thompson River, the Fraser from Fort George downwards, Bridge River, Similkameen and Okanagan (very few), Rock Creek, and all other localities throughout the country, I shall divide into two classes: the first to consist of 1,500, who made $10 a day for, say, 180 days (Sundays thrown off), and which would give $2,700,000 for their joint earnings; the second and last class of two thousand men, who were not so lucky, I shall assume to have made only $5 each a day for the same period, and which would give $1,800,000 as the fruit of their united labor.

"The last three categories, which number 4,521 men, include the many miners who, in Cariboo, were making $20 to $50 a day each, as well as those who, in various other localities, were making from $15 to $100 a day occasionally; so I think my estimate, although not accurate, is reasonable and moderate. The government people think I have rather understated the earnings of the miners in these three classes of 4,521 men; and the governor himself, who takes an absorbing interest in the affairs of this portion of his Government, and to whose ready courtesy I am indebted for some of the information given in this letter, as well as for much formerly communicated in my correspondence, thinks my estimate is a very safe one."

From the different mining localities the value of the gold dust is given. The highest from Davis Creek, assayed by Messrs. Marchaud & Co., who gave the return, was 718 fine, value 18.97\frac{64}{100}$ per ounce (about £3 19s.). The lowest, which came from Williams Creek, was 810 fine, value per ounce 16.72\frac{42}{100}$ (about £3 9s. 7d.). The average of all Cariboo dust was reckoned at 854 fine, value per ounce 17.65\frac{37}{100}$ (£3 13s. 6d.). From the following official table, from the report of the Minister of Mines, it would appear that the estimate made by the correspondent of the *Times* is too high. The official table shows the actually known yield of gold and silver, the number of miners employed, and their average earnings per man, per year, from 1858 to 1893. In the amounts given for the year 1880, the sum of $47,873 is added for silver; and, in 1881, $73,984. No return of silver is given for other years:

Year.	Amount of gold actually known to have been exported by Banks.	Add a third more, estimate of gold carried away in private hands.	Gold and Silver.	Number of Miners employed.	Average yearly earnings per man.
			Total.		
1858 (6 months)	$390,265	$130,088	$520,353	3,000	$173
1859	1,211,304	403,768	1,615,072	4,000	403
1860	1,671,410	557,137	2,228,547	4,400	506
1861	1,999,589	666,530	2,666,119	4,200	634
1862	3,184,700	1,061,566	4,246,266	4,100	517
1863				4,400	482
1864	2,801,888	933,963	3,735,851	4,400	849
1865	2,618,404	872,801	3,491,205	4,294	813
1866	1,996,580	665,527	2,662,107	2,982	893
1867	1,860,651	620,217	2,480,868	3,044	814
1868	1,779,729	593,243	2,372,972	2,390	992
1869	1,331,234	443,745	1,774,979	2,369	749
1870	1,002,717	334,239	1,336,956	2,348	569
1871	1,349,580	449,860	1,799,440	2,450	734
1872	1,208,229	402,743	1,610,972	2,400	671
1873	979,312	326,437	1,305,749	2,300	567
1874	1,383,464	461,155	1,844,619	2,868	643
1875	1,856,178	618,726	2,474,904	2,024	1,222
1876	1,339,986	446,662	1,786,648	2,282	783
1877	1,206,136	402,045	1,608,181	1,960	820
1878	1,062,670	1-5th 212,534	1,275,204	1,883	677
1879	1,075,049	" 215,010	1,290,059	2,124	607
1880	844,856	" 168,971	1,013,827	1,955	518
1881	872,281	" 174,456	1,046,737	1,898	551
1882	795,071	" 159,014	954,085	1,738	548
1883	661,877	" 132,375	794,252	1,965	404
1884	613,304	" 122,661	735,965	1,858	396
1885	594,782	" 118,956	713,738	2,902	246
1886	753,043	" 150,609	903,652	3,147	287
1887	578,924	" 115,785	694,709	2,342*	296
1888	513,943	" 102,788	616,731	2,007	307
1889	490,769	" 98,154	636,796	1,929	330
1890	412,029	" 82,406	568,419	1,342†	423
1891	358,176	" 71,635	429,811	1,199	358
1892	332,938	" 66,588	399,526	1,340	298
1893	316,279	" 63,256	379,535	1,247	304
			$54,014,854		

* This is exclusive of over 650 white men who, during the season of 1887, were working on or prospecting for mineral claims.

† This is exclusive of over three hundred whites employed working on or prospecting for mineral claims.

CHAPTER XVIII.

INCREASE OF MISSIONARY WORK.

VARIOUS DENOMINATIONS.—During 1859 no fewer than eleven missionaries were at work in the colonies of Vancouver Island and British Columbia on the mainland. Of these, four were in connection with the Methodist denomination ; three were sent by the Society for the Propagation of the Gospel ; two by Miss (afterwards Baroness) Burdett-Coutts, including the labors of Mr. Duncan and the Rev. E. Cridge, the latter had for some years previously been acting as chaplain to the Hudson Bay Company.

Up to the time of the arrival of the missionaries already mentioned, religious instruction was furnished by the chaplains of the Hudson Bay Company. The first of their chaplains, under colonial rule, was the Rev. R. J. Staines. His successor was the Rev. E. Cridge, a man of sound views, and full of benevolence and energy. But the earliest of the missionaries who labored amongst the aborigines was William Duncan. He was sent out by the Church of England Missionary Society to work amongst the natives of the west coast.

According to an account given by the Rev. Sheldon Jackson, D.D., in his work, "Alaska," Mr. Duncan had been an ordinary clerk in a mercantile establishment at some distance from London. The secretaries of the Church Missionary Society, upon one occasion, had appointed a missionary meeting in the church he attended. When they arrived from London the evening proved so stormy that only nine persons were present as an audience. One of the secretaries recommended dismissing the meeting, but another said, "no, we have come here to hold a missionary service, and I am in favor of holding it." The addresses were made, and at the close of the meeting, Mr. Duncan offered himself as a missionary.

When he announced his purpose to his employers, they tried to dissuade him from going. They offered to increase his salary to one thousand dollars, and give him a certain percentage on the sales, that would have made him a wealthy man. But he would not be turned aside. He gave up all, and after some time at the missionary training school, went out, as will be seen by the following narrative, to devote his whole energies to the cause.

Upon his arrival at Fort Simpson, October 1st, 1857, Mr. Duncan, in his report, says: "I found located here nine tribes of Tsimpsean Indians, numbering by actual count 2,300 souls. To attempt to describe their condition would be but to produce a dark and revolting picture of human depravity. The dark mantle of superstition enveloped them all; and their savage spirits, swayed by pride, jealousy and revenge, were ever hurrying them on to deeds of blood. Their history was little else than a chapter of crime and misery. But worse was to come. The following year the discovery of gold brought in a rush of miners. Fire-water now began its reign of terror, and debauchery its work of desolation. On every hand were raving drunkards and groaning victims. The medicine-man's rattle, and the voice of wailing seldom ceased."

One of the scenes to be met with, Mr. Duncan depicts as follows: "An old chief, in cold blood, ordered a slave to be dragged to the beach, murdered and thrown into the water. His orders were quickly obeyed. The victim was a poor woman. Two or three reasons are assigned for this foul act. One is that it is to take away the disgrace attached to his daughter, who has been suffering for some time with a ball wound in her arm. Another report is that he does not expect his daughter to recover, so he has killed this slave in order that she may prepare for the coming of his daughter into the unseen world. I did not see the murder, but immediately after saw crowds of people running out of the houses near to where the corpse was thrown and forming themselves into groups at a good distance away, from fear of what was to follow. Presently two bands of furious wretches appeared, each headed by a man in a state of nudity. They gave vent to the most unearthly sounds; and the naked men made themselves look as unearthly as possible, proceeding in a creeping kind of stoop, and stepping like two proud horses, at the same time shooting forward each arm alternately, which they held out at full length, for a little time, in the most defiant manner. Besides this, the continual jerking back of their heads, causing their long hair to twist about, added much to their savage appearance. For some time they pretended to be seeking for the body, and the instant they came where it lay, they commenced screaming and rushing about it like so many angry wolves. Finally they seized it, dragged it out of the water, and laid it on the beach, where they commenced tearing it to pieces with their teeth. The two bands of men immediately surrounded them, and so hid their horrid work. In a few minutes the crowd broke again, when each of the naked cannibals appeared with half of the body in his hands. Separating a few yards, they commenced, amid horrid yells, their still more horrid feast of eating the raw dead body. The two bands of men belonged to that class called 'medicine-men.'

"I may mention that each party has some characteristics peculiar to itself; but in a more general sense these divisions are but three, viz., those who eat human bodies, the dog-eaters, and those who have no custom of the kind. Early in the morning the pupils would be out on the beach, or on the rocks, in a state of nudity. Each had a place in the front of his own tribe; nor did the intense cold interfere in the slightest degree. After the poor creature had crept about, jerking his head and screaming for some time, a party of men would rush out, and after surrounding him, would commence singing. The dog-eating party occasionally carried a dead dog to their pupil, who forthwith commenced to tear it in the most dog-like manner. The party of attendants kept up a low growling noise, or a whoop which was seconded by a screeching noise made from an instrument, which they believe to be the abode of a spirit.

"In a little time the youth would start up again, and proceed a few more yards in a crouching posture, with his arms pushed out behind him, and tossing his flowing black hair. All the while he is earnestly watched by the group about him, and when he pleases to sit down they again surround him and commence singing. This kind of thing goes on, with several different additions, for some time. Before the prodigy finally retires, he takes a run into every house belonging to his tribe, and is followed by his train. When this is done, in some cases he has a ramble on the tops of the same houses, during which he is anxiously watched by his attendants, as if they expected his flight. By and by he condescends to come down, and then they follow him to his den, which is marked by a rope make of red bark, being hung over the doorway, so as to prevent any person from ignorantly violating its precincts. None are allowed to enter into that house but those connected with the art; all I know, therefore, of their further proceedings is that they keep up a furious hammering, singing and screeching for hours during the day.

"Of all these parties none are so much dreaded as the cannibals. One morning I was called to witness a stir in camp, which had been caused by this set. When I reached the gallery, I saw hundreds of Tsimpseans sitting in their canoes, which they had just pushed away from the beach. I was told the cannibal party were in search of a body to devour, and if they failed to find a dead one, it was probable they would seize the first living one that came that way; so that all the people living near the cannibals' houses had taken to their canoes to escape being torn to pieces. It is the custom among these Indians to burn their dead; but I suppose, for these occasions, they take care to deposit a corpse somewhere in order to satisfy these inhuman wretches.

"These, then, are some of the things and scenes which occur during the winter months, while the nights are taken up with amusements, singing and dancing. Occasionally the medicine parties invite people to their several houses, and exhibit tricks before them of various kinds. Some of the actors appear as bears, while others wear masks, the parts of which are moved by strings. The great feature of their proceedings is to pretend to murder and then to restore life. The cannibal, on such occasions, is generally supplied with two, three, or four human bodies, which he tears to pieces before his audience. Several persons, either from bravado, or as a charm, present their arms for him to bite. I have seen several whom he had thus bitten, and I hear two have died from the effects."

Such were the people Mr. Duncan had to deal with—to teach and civilize. He opened his first school on June 28th, 1858, with twenty-six children, in the house of a chief. The interest grew so rapidly, that in July the erection of a school building was commenced. Before the close of the year there were 140 children and fifty adults in attendance.

Regulations for Met-lah-kat-lah.—As early as 1859 the question of removal was discussed, but the change was not made until May, 1862, when Mr. Duncan decided on establishing a village on the old site at Met-lah-kat-lah, with the following regulations:

"(1) To give up 'Ahlied' or Indian deviltry; (2) to cease calling in conjurers when sick; (3) to cease gambling; (4) to cease giving away their property for display; (5) to cease painting their faces; (6) to cease drinking intoxicating drink; (7) to rest on the Sabbath; (8) to attend religious instruction; (9) to send their children to school; (10) to be cleanly; (11) to be industrious; (12) to be peaceful; (13) to be liberal and honest in trade; (14) to build neat houses; (15) to pay the village tax."

The Removal Described.—Mr. Duncan, in describing the removal, says: "The Indians came out of their lodges and sat around in a semicircle, watching the proceedings. They knew something was going to happen, but they did not know what. When an Indian watches, he sits upon the ground, brings his knees up to his chin, wraps his mantle round him, puts his head down, and, mute and motionless, looks, at a distance, like a stone. They were thus seated, and the question was, 'Will anyone stand out in the midst of the scoffing heathen and declare themselves Christians?'

Old Ties Broken.—"First there came two or three, trembling, and said they were willing to go anywhere. Others were encouraged; and on that day fifty stood forth, and gathered such things as they needed, put them into their canoes, and away they went. On that day every tie was broken; children were separated from their parents, husbands from wives, brothers from sisters; houses, land and all things were left—such was the power at work in their minds. They occupied six canoes and numbered about fifty souls—men, women and children. Many Indians were seated on the beach watching our departure with solemn and anxious faces, and some promised to follow us in a few days.

A HAPPY FAMILY.—"The party with me," continues Duncan, "seemed filled with a solemn joy as we pushed off, feeling that their long-looked-for-flit had actually commenced. I felt we were beginning an eventful page in the history of this poor people, and earnestly sighed to God for His help and blessing. The next day, 28th May, we arrived at our new home. The Indians I had sent on before, with the raft, I found hard at work clearing ground and sawing plank. They had carried all the raft up from the beach excepting a few heavy beams; erected two temporary houses, and had planted four bushels of potatoes for me. Every night we assembled, a happy family, for singing and prayer. I gave an address on each occasion from some portion of scriptural truth suggested to me by the events of the day. On the 6th of June a fleet of about thirty canoes arrived from Fort Simpson. They formed nearly the whole of one tribe—called Keetlahn—with two of their chiefs. We now numbered between three hundred and four hundred souls, and our evening meetings became truly delightful."

BISHOP HILLS VISITED MET-LAH-KAT-LAH.—In April, 1863, the Bishop of British Columbia visited the new station, and baptized fifty-seven adults and children. He writes: "It was my office to examine the candidates for baptism. I was several days engaged in the work. One day I was engaged from eight o'clock in the morning until one o'clock at night. It was the last day I had, and they pressed on me continually to be examined. Night and darkness came. The Indians usually go to bed with the sun, but now they turned night into day in order that they might be 'fixed in God's ways,' they said.

THE LITTLE OIL LAMP.—"'Any more Indians?' I kept saying, as eight o'clock, nine o'clock, ten o'clock, twelve o'clock, and one o'clock came, and there were always more Indians wishing to be 'fixed' on God's side. I shall never forget the scene. The little oil lamp was not enough to dispel the gloom or darkness of the room, but its light was sufficient to cast a reflection on the countenance of each Indian as he or she sat before me. The Indian countenance is usually inexpressive of emotion; but now, when they spoke of prayer and trust in God there was the uplifted eye and evident fervor; and when they spoke of their sins there was a downcast look—the flush came and went on their cheeks, and the big tear frequently coursed from their manly eyes. Their whole hearts seemed to speak out of their countenances.

ONE THOUSAND PEOPLE.—"The settlement grew into one thousand people, forming the healthiest and strongest on the coast. Rules were laid down for the regulation of the community, to which all were required to conform. All were required to attend church and send their children to school. Industrious habits were encouraged, and the people educated as farmers, blacksmiths, carpenters, merchants, etc. They built good cottages, and a Gothic church, modelled after the old English cathedral, capable of seating one thousand persons. It was built by the Indian mechanics of the village. The average winter attendance is six hundred to eight hundred. They erected a school building to accommodate seven hundred pupils. They also had shops and a storehouse, saw mill, a salmon cannery, etc., all owned and managed by the Indians, while all around the bay were well cultivated gardens and potato patches. The main street of the village, along the beach, was lighted with street lamps. Five hundred and seventy-nine adults had been baptized at this mission; 410 infant baptisms; 243 deaths among the Christian portion of the people; 137 Christian marriages, independent of those who were found married according to their tribal customs. A large number of 'catechumens' were under instruction as candidates for church membership.

BAND OF TWENTY-FOUR INSTRUMENTS.—"The population is divided into ten companies or wards, each having its elder to look after its religious services, its chief as leader in social gatherings, and one or two constables. The village had a brass band of twenty-four instruments, a public reading-room, and public guest-house for the lodging of strange Indians. Fifty dwellings (two-stories) were in process of erection at the time of the Rev. Dr. Jackson's visit in 1879. The mission force then was Mr. Wm. Duncan, Superintendent; Rev. W. H. Collison and wife, and David Leask, native assistant. Dr. Jackson states: "These Indians are a happy, industrious, prosperous community of former savages, saved by the grace of God. This is the oldest and most successful Indian mission on the coast, and illustrates what one consecrated man, by the Divine help, can accomplish."

INDIAN DANCE HOUSE SECURED.—Rev. W. H. Collison established a mission at Massett, on Queen Charlotte Islands, amongst the Hydahs, in 1876. A large Indian dance house was secured for the mission. A morning school for women and children, and an evening one for men, were opened. In 1878, the average attendance at the morning school was about fifty. At the Sabbath services the attendance was from three hundred to four hundred. Thirty "catechumens" were under instruction for church membership, four of those being principal chiefs. One of the chiefs, "Cow-hoe," was under special instruction for a teacher. Mr. Collison and wife being required at the head mission, Met-lah-kat-lah, Rev. George Sneath, formerly of the Central African Mission, replaced them at Massett. Shortly before leaving Massett, Mr. Collison wrote:

"One of the principal chiefs died a short time since. I visited him during his illness, and held service in his house weekly, for the five weeks preceding his death. On the morning of the day on which he died I visited him, and found him surrounded by the men of his tribe and the principal medicine-man, who kept up his charms and incantations to the last. He was sitting up and appeared glad to see me, and in answer to my inquiries he informed me he was very low, indeed, and his heart weak. . . . His death was announced by the firing of several cannon which they have in the village. On my entering the house, the scene which presented itself was indescribable. Shrieking, dancing, tearing and burning their hair in the fire; while the father of the deceased, who had been pulled out of the fire, rushed to it again and threw himself upon it. He was with difficulty removed, and I directed two men to hold him while I endeavored to calm the tumult.

"I was very much shocked to find that a young man, a slave, had been accused by the medicine-man, as having bewitched the chief and induced his sickness. In consequence of this he had been stripped and bound hand and foot in an old outhouse, and thus kept for some days without food. I only learned this about one hour before the death of the chief, and it was well I heard it even then, as it was determined the young man should be shot, and one of the relatives of the chief was ready with his gun to carry out the threat. I lost no time in calling the chiefs and friends of the deceased, and showed them the wickedness and sinfulness of such proceedings. They accepted my advice. The young man was unbound. He came to the mission to have his wounds dressed; his wrists were swollen to an immense size, and his back, from hip to shoulder, lacerated and burned to the bone by torches of pitch-pine.

"The dead chief was laid out, and all those of his crest, or totem, came from the opposite village, bringing a large quantity of swan down, which they scattered over and around the corpse. At my suggestion, they departed from the usual custom of dressing and painting the dead, and instead of placing the corpse in a sitting posture, they consented to place it on the back. The remains were decently interred. I gave an address and prayed. Thus their custom of placing the dead in hollowed trees, carved and erected near the house, has been broken through; and since this occurred, many of the remains which had been thus placed, have been removed and buried. Dancing, which was carried on every night, without intermission, during our first winter on the islands, has been greatly checked. Several, including two of the chiefs, have given it up entirely. The medicine-men have informed them that those who give up dancing will die soon. They are well aware that the abandonment of this practice will weaken their influence, and hence their opposition."

ALERT BAY MISSION.—A chief from the northern end of Vancouver Island had visited Met-lah-kat-lah, and was so favorably impressed with the progress the people had made there, that he requested a teacher for his tribe. He said: "A rope had been thrown out from Met-lah-kat-lah which was encircling and drawing together all the Indian tribes into one common brotherhood." In 1878, Rev. A. J. Hall opened a school and established a mission at Alert Bay. They were at that time given to deadly feuds, dog-feasts, slave-catching expeditions and infanticide. He wrote:

"The medicine-men still exercise much power. Passing a house he heard strange noises. A medicine-woman was blowing on the breast of a sick woman, and occasionally making a peculiar howl. For the blowing she was paid two blankets. A famous doctor was recently sent for from a neighboring village. Mr. Hall heard him blowing in the same way as the medicine-woman. For his visit he received thirty blankets. These people," said Mr. Hall, "are divided into clans, and each clan when dancing imitates an animal. The children follow their fathers and grandfathers in the same dance, year by year. One party, when they perform, are hung up with hooks in a triangular frame, one hook being stuck into the back and two more into the legs; suspended in this way they are carried through the village. Another clan have large fish-hooks put into their flesh to which lines are attached. The victim struggles to get away, and those who hold the lines haul him back; eventually his flesh is torn and he escapes. By suffering in this way they keep up the dignity of their ancestors and are renowned for their bravery."

The Church Missionary Society were so much encouraged by the progress of the missions that they erected them into a bishopric called Caledonia.

CHAPTER XIX.

JOURNEY ALONG THE THOMPSON AND OTHER RIVERS.

Mayne's Report, etc.—Extensive surveys were made by the Royal Engineers in 1859. Lieutenant (afterwards Commander) Richard Mayne, of her Majesty's surveying ship *Plumper*, made an overland journey across the districts bordering on the Thompson, Fraser, and Harrison rivers. "The report," says Governor Douglas, in transmitting it to Lord Lytton, "contains much interesting topographical information, and is accompanied by a valuable explanatory map of the places described." Lieutenant H. Spencer Palmer, of the Royal Engineers, made an exploratory trip to the Upper Fraser, a report of which Colonel Moody transmitted to Governor Douglas, along with sketch maps of the country. Lieutenant Palmer subsequently made a reconnaissance examination of the country from Fort Hope to Colville, and reported on the same. He took astronomical observations along the route, and furnished a sketch map, which was incorporated with former sketch plans, into a general map, showing the course of the rivers and position of towns from New Westminster, Kamloops, and Colville.

Fort Kamloops.—The following is a portion of Commander Mayne's report: "It was eight o'clock in the morning when we came in sight of Kamloops. The view from where we stood was very beautiful. A hundred feet below us the Thompson, some three hundred yards wide, flowed leisurely past us. Opposite, moving directly towards us, and meeting the larger river nearly at right angles was the North River, at its junction with the Thompson wider even than that stream, and between them stretched a wide delta or alluvial plain, which was continued some eight or ten miles until the mountains closed in upon the river so nearly as only just to leave a narrow pathway by the water's edge. At this fork and on the west side stood Fort Kamloops, enclosed within pickets; and opposite it was the village of the Shuswap Indians. Both the plain and mountains were covered with grass and early spring wild flowers.

"We descended to the river side, and our Indian companions shouted until a canoe was sent across, in which we embarked and paddled across to the fort. Kamloops differed in no respect from other forts of the Hudson Bay Company that I had seen, being a mere stockade enclosing six or eight buildings, with a gateway at each end. Introducing ourselves to Mr. McLean, the Company's officer in charge of the fort and district, we were most cordially received, and with the hospitality common to these gentlemen, invited to stay in his quarters for the few days we must remain here. At this time the only other officer at the fort was Mr. Manson. With them, however, was staying a Roman Catholic priest, who, having got into some trouble with the Indians of the Okanagan country, had thought it prudent to leave that district and take up his abode for a time at Kamloops.

HOW THE OFFICERS LIVE.—"The life which these gentlemen lead at their inland stations must necessarily be dull and uneventful; but they have their wives and families with them, and grow, I believe so attached to this mode of existence as rarely to care to exchange it for another. It may be well to describe here in as few words as possible, the position of the Hudson Bay Company in these districts, of which until lately they formed the sole white population. Those who have seen the 'fur traders' only at their sea-ports, can form but a very inadequate idea of the men of the inland stations.

THEIR CHARACTER.—"Inland, you find men who, having gone from England or more frequently Scotland, as boys of fourteen and sixteen, have lived ever since in the wilds, never seeing any of their white fellow-creatures but the two or three stationed with them, except when the annual 'Fur Brigade' called at their posts. They are almost all married and have large families, their wives being generally half-breed children of the older servants of the Company. Marriage has always been encouraged amongst them to the utmost, as it effectually attaches a man to the country, and tends to prevent any glaring immoralities among the subordinates, which if not checked would soon lead to an unsafe familiarity with the neighboring Indians, and render the maintenance of the post very difficult, if not impossible.

VISIT TO A SHUSWAP CHIEF.—"The day after our arrival at Kamloops we went across North River to the Indian village, to pay a visit to the chief of the Shuswap tribe, who was described to us as being somewhat of a notability. Here was the site of the old fort of the

North-West Company which some twelve years back, after the murder of Mr. Black (the officer in charge of it) by the Indians, had been removed by his successor to the opposite side of the river. No doubt the old site was preferable to the new, which is subject to summer floods. Only the year before our visit, indeed, all the floors had been started by the water, and the occupants of the fort buildings had to move about in canoes.

The Villages.—"The interior of the hut is divided into compartments, and, upon entering, you may see a fire burning in each, with six or eight individuals huddled about it—their dusky forms scarcely distinguishable in the cloud of white, blinding smoke, which has no other outlet than the door, or sometimes a hole in the roof. Their temporary hut is constructed of thin poles, covered with mats, but these are generally used only in the summer, and upon their fishing-expeditions and travels. It is not unusual, however, for the Indian to have a permanent residence in two or three villages, in which case he usually makes one set of planks useful for all, carrying them with him from place to place, and leaving only the upright posts and beams stationary. They have been known, however, from some superstitious reason, or because of sickness breaking out, to leave their villages with everything standing, and never to return to them."

Walter Moberly, C.E., arrived in British Columbia, from Toronto, in 1859. Sir George Simpson had furnished him with a letter of introduction to Governor Douglas. Mr. Moberly mentions, in a small volume which he published and dedicated to Major-General Richard Clement Moody, that he was kindly received by the governor, and was offered an appointment in the government service, but that after having the duties explained, declined the offer. In the evening he dined at the governor's residence, and was introduced to Judge Begbie, Mr. Dallas, Dr. Helmcken, Mr. Donald Fraser and others. He remarks the pleasure he has in recalling that evening to memory, as one of the most enjoyable he ever spent; "and the vast amount of information given by Sir James about British Columbia and the Pacific was afterwards invaluable. From that time," he adds, "until the day of his death, I found Sir James always a kind and hospitable friend, and it is now matter of history that he was an able and honorable governor."

Meets with Hardships.—Mr. Moberly next proceeded to Fort Langley *via* Fort Yale to Port Douglas, and formed a mining company at Lillooet. The "mining company" operated as long as provisions could be obtained and then were obliged to retreat down Fraser River. His companions went to Lytton. He took the Harrison-Lillooet trail without any provisions. He says: "That was indeed a hungry day. In the afternoon, when walking along a high 'bench' of the river, I saw smoke rising from the river bottom, and soon caught sight of a camp with a newly-slaughtered animal hanging on a neighboring tree. I slid and scrambled down the steep bank, and made a rush for the carcass, from which I cut a good slice, and coming to the fire, much to the amusement of the men sitting there, told them I was starving and bound to have a meal, but could not pay for it. They brought out a pan of fried bacon and beans, a pot of coffee and some 'slap-jacks,' all of which I devoured with my slice of meat. They then produced some tobacco, and I felt happy."

Return Trip and Poor Luck.—Resuming his journey, Mr. Moberly got a job at the end of the trail, unloading a scow of provisions, at $2.50 per day and breakfast included. The day's work was finished and the wages paid, with a little tobacco as bonus. At the little cabin in which they slept, Moberly was cleaning his revolver, and relates that "a man with a huge red beard and dressed in a large canvas overshirt came along, and eyeing my revolver, said, 'Cap, what sort of shooting iron is that?' He pulled out a Colt's navy revolver and said he would shoot a match with me for $2.50 a shot. I thought of my solitary $2.50 I had made, and concluded to accept the challenge. We accordingly made a mark on a tree, tossed up for first turn, which he won, and when he fired made a very bad shot. I won some five or six in succession, and when I had made enough to pay my way down, I thought it time to stop; besides, I was afraid he might not pay me, so I suggested the advisability of our stopping, to which he agreed, saying I could beat him. He then asked me to come with him to the little groggery he was staying at, and have a drink, I wondering if he would pay me. After the drink, he pulled out a long bag of gold dust, and told the man to weigh out for me $75; to take the price of the drinks and let him have a bottle of whiskey, the charge for which was $16. I got some crackers and sardines. This fortunate wind-fall enabled me to reach Fort Langley in a few days, when I returned to Victoria rather at a loss to know what to do next."

Introduced to Col. Moody.—On reaching Victoria Mr. Moberly at once called on Governor Douglas, and in the ante-room of his office met Judge Begbie, who introduced him to a gentleman just recently arrived—Col. R. C. Moody—who, after a short conversation, invited Moberly to call on him at his quarters. After a lengthy interview with the governor, during which Mr. Moberly gave him particulars of the mining regions he had visited, he visited Col. Moody and received an appointment under him. After being a short time at Langley, he took an active part in surveying the new capital of British Columbia—New Westminster, then Queensborough. Shortly after the sale of lots in New Westminster, Mr. Moberly, in company with Robert Burnaby, formerly private secretary to Col. Moody, went to Squamish River at the junction of the Jeakness River with the Squamish, where there was then a settlement of about two thousand Indians. They expected to find gold and coal, but not having proper machinery for coal prospecting, gave up the search and returned to New Westminster.

Made Extensive Surveys.—In 1860, he surveyed the south side of English Bay, Burrard Inlet, and both sides of Port Moody, and soon afterwards entered into a contract along with Mr. E. Dewdney as partner, to build a trail or road from Fort Hope on the Fraser to the Smilkameen river, east side of the Cascade range of mountains. This road was to connect with the latter river, where gold of a very fine quality had been discovered. Whilst on the survey of that road he relates that the landlord of a place a few miles from the camp invited him to make a visit. A short time before Moberly had made the landlord a present of a small quantity of rum. He complied with the invitation to make the visit and stayed over night. Asking for his bill next morning he found on the slate—meals $2.50 each, drinks 50 cents each, fresh eggs $1 a piece, and 75 cents per pound for barley for his horse. Moberly paid the bill, jumped on his horse, vowing it would be some time before he accepted another such invitation or enjoyed the luxury of fresh eggs.

Partner with Mr. Dewdney.—In reference to the contract entered into by Mr. Dewdney, a proclamation was issued by Governor Douglas, dated 20th August, 1860, which sets forth that an Indenture was made, dated 17th of the present month, "between Richard Clement Moody, Chief Commissioner of Lands and Works in British Columbia, and Edgar Dewdney of New Westminster, for the construction of a certain trail or road for £76 ($380) per mile, to be paid in such proportion as the Chief Commissioner shall determine, of which $5,000 will be paid in cash, and the remainder by means of treasury bonds, bearing interest at the rate of six per cent. per annum; of which bonds $4,000 are to be redeemed 31st December, 1860; $5,000 on 31st December, 1861, and the remainder 31st December, 1862,—provided that one-fifth of the value of the works executed shall be retained until three months after the date of completion and acceptance of the whole by the said chief commissioner or his agent."

PROCLAMATION.—"Now therefore, I, James Douglas, do hereby declare, proclaim and enact as follows: (1) On the production of any certificate of the said chief commissioner, stating his approval of any portion of the said works as determined by him, and the price of such proportion according to the said recited agreement, there may be delivered, from time to time, by the Treasurer of British Columbia, to the Chief Commissioner of Lands and Works for the time being, such a number of Treasury bonds, in the form set forth in the schedule hereunto, each bond being for the amount of £50, and bearing interest at the rate of 6 per cent. per annum, from the date thereof, as shall in the aggregate amount to four-fifths of the price of the whole proportion specified in such certificate.

"(2) At the expiration of three calendar months from the completion of the said works, certified and accepted as aforesaid, and on the production of a certificate of approval and acceptance thereof, signed by the said commissioner, and stating the entire length of the whole of the said trail or road and works, and the entire price thereof may be delivered by the said treasurer to the said Edgar Dewdney, his executors, administrators or assigns; such an additional number of the like bonds as shall with those already delivered under clause 1, make up the full price of £76 per mile, on the entire length so certified to be approved and certified.

"(3) All the said bonds shall be numbered in a regular series, according to the natural numbers, beginning with No. 1, according to the order in which the same shall be issued.

"(4) The bonds numbered one to sixteen, both inclusive, shall be payable by the treasurer, with interest, in cash, on 31st December, 1860. The bonds numbered seventeen to thirty-six, both inclusive, shall be payable by the treasurer, with interest, in cash, on 31st December, 1861. The remainder of the said bonds shall be payable, in cash, on 31st December, 1862. All of the said bonds shall be dated as of the days on which they shall respectively be issued.

"(5) The treasurer, for the time being, of the colony is hereby ordered and directed to pay the amount of every such bond, and interest, out of any moneys belonging to the colony, in his hands at the time when such bond shall be presented to him for payment, according to the tenor thereof.

"(6) The schedule hereto shall be deemed to be part of the proclamation.

"(7) This proclamation may be cited 'The Smilkameen Road Bond Act, 1860.'

"Issued, etc., at Victoria, V.I., this 20th day of August, 1860, and Twenty-fourth year of her Majesty's reign.

[L.S.] "JAMES DOUGLAS.

"SCHEDULE—Treasury Bond—Proclamation..........1860.

"Smilkameen Road......No...... £50....day of....186 .

"Payable 31st December, 186 .

"The Government of British Columbia is hereby bound to pay the bearer hereof, on the 31st December, 186 , at Treasury of British Columbia, the sum of £50, together with interest thereon from the date hereof, after the rate of six per cent. per annum.

................Treasurer.

"By order of his Excellency the Governor.

"................Colonial Secretary." [L.S.]

THE CARIBOO ROAD AND THE ROYAL ENGINEERS.—When Governor Douglas visited the gold mines in 1861, he went by way of Kamloops and Okanagan Lake to Rock Creek, returning by way of the trail under contract by Messrs. Dewdney and Moberly, which was then almost completed. It was arranged that the westerly portion of the road should be constructed by a detachment of the Royal Engineers under Captain Grant. The waggon road from Port Douglas to Lillooet had been constructed chiefly under the superintendence of Mr. J. W. Trutch. In 1862 it was arranged that the Government of British Columbia, with the Royal Engineers and a force of civilians should build that portion of the Cariboo road from Yale to the head of navigation on the Fraser, to Chapman's Bar; Mr. Trutch, the next section, by contract, to Boston Bar; Mr. Spence, from Boston Bar to Lytton; and Mr. Moberly and two partners, from Lytton to Clinton, under a charter contract; the payments to be partly in money and partly in tolls. After many mishaps, and changes, and delays, the great waggon road was eventually completed and placed in the hands of the Government, who levied a toll to repay the heavy outlay incurred.

CHAPTER XX.

A RESIDENT GOVERNOR ASKED FOR.

A Representative Assembly Wanted.—In April, 1861, a memorial was presented to Governor Douglas by J. A. Homer and seven others, professedly delegates from Hope, Douglas and New Westminster, advocating that a representative Assembly should be granted to the colony of British Columbia. In a despatch dated April 22nd, a copy of the memorial referred to was forwarded to the Secretary of State. After four short introductory paragraphs, the governor states: "(5) The delegates sought an interview with him; but he declined receiving them as the representatives of the inhabitants of British Columbia, but had no hesitation in meeting them with all courtesy as a delegation of her Majesty's subjects who had assembled at the places mentioned for the purpose of petitioning the Crown." (6) They did not favor him with their opinion upon public affairs, but the governor states: "Judging from their printed reflection upon the whole system of import and inland duties levied on goods in British Columbia, which the memorial regards as oppressive to the people—the one financial idea evolved is, that there should be a general reduction of taxation. They do not pretend to proportion expenses to income, but propose to carry on the public works requisite for the development of the country, by means of public loans: their object being to obtain present exemption from taxation, by throwing a part of the current expenditure upon the future inhabitants of the colony—a measure which is not without a share of justice, and has, therefore, many zealous advocates." (7) Having given those preliminary remarks, the governor proceeded to review the memorial, and following up the various subjects fully, said:

The Governor Proceeded to Review.—"8. The first prayer of the inhabitants is for a resident governor in British Columbia, entirely unconnected with Vancouver Island. Your Grace will, perhaps, pardon me from hazarding an opinion on a subject which so nearly concerns my own official position. I may, however, at least remark, that I have spared no exertion to promote the interests of both colonies, and am not conscious of having neglected any opportunity of adding to their prosperity. The memorial then proceeds to the subject of Representative Institutions, asking for a form of government similar to that existing in Australia and the eastern British North American Provinces. This application should, perhaps, be considered to apply more to the future well-being of the colony than to the views and wishes of the existing population. Without pretending to question the talent or experience of the petitioners, or their capacity for legislation and self-government, I am decidedly of opinion, that there is not as yet, a sufficient basis of population or property in the colony to institute a sound system of self-government. The British element is small, and there is absolutely neither a manufacturing nor farmer class; there are no landed proprietors, except holders of building lots in towns; no producers, except miners, and the general population is essentially migratory—the only fixed population, apart from New Westminster, being the traders settled in the several inland towns, from which the miners obtain their supplies. It would, I conceive, be unwise to commit the work of legislation to persons so situated, having nothing at stake, and no real vested interest in the colony. Such a course, it is hardly unfair to say, could be scarcely expected to promote either the happiness of the people or the prosperity of the colony; and it would unquestionably be setting up a power that might materially hinder and embarrass the Government in the great work of developing the resources of this country: a power not representing large bodies of landed proprietors, nor of responsible settlers having their homes, their property, their sympathies, their dearest interest irrevocably identified with the country; but from the fact before stated, of there being no fixed population, except in the towns. Judging from the ordinary motives which influence men, it may be assumed that local interests would weigh more with a legislature so formed, than the advancement of the great and permanent interests of the country.

"9. I have reason to believe that the memorial does not express the sentiments of the great body of the people of British Columbia; not that I would, for a moment, assume that Englishmen are, under any circumstances, unmindful of their political birthright, but I believe that the majority of the working and reflective classes would, for many reasons, infinitely prefer the government of the Queen, as now established, to the rule of a party, and would think it prudent to postpone the establishment of representative institutions until the permanent population of the country is greatly increased and capable of moral influence, by maintaining the peace of the country, and making representative institutions a blessing and a reality, and not a by-word or a curse.

"10. The total population of British Columbia and from the colonies in North America, in the three towns supposed to be represented by the memorialists, is as follows: New Westminster, 164 male adults; Hope, 108 adults; Douglas, 33 adults: in all, 305; which, supposing all perfect in their views respecting representative institutions, is a mere fraction of the population. Neither the people of Yale, Lytton, or Cayoosh, Rock Creek, Alexandria, or Similkameen appear to have taken any interest in the proceeding or to have joined the movement.

"11. From the satisfactory working of the New Westminster Council, established last summer, with large powers for municipal purposes, I entertained the idea of enlarging the sphere of their operations, and of constituting similar bodies at Hope, Yale, and Cayoosh, and all the other towns in British Columbia, with the view, should it meet with the approval of her Majesty's Government, of ultimately developing the whole system into a House of Assembly. Part of the system has already been commenced at Yale and Hope. The Government may, by that means, call into exercise the sagacity and knowledge of practical men, and acquire valuable information upon local matters, thus reaping one of the advantages of a legislative assembly without the risks—and, I still think, the colony may, for some time to come, be sufficiently represented in that manner.

"12. The existing causes of dissatisfaction, as alleged in the memorial, may be classified under the following heads: (1) That the Governor, Colonial Secretary and Attorney-General do not reside permanently in British Columbia. (2) That the taxes on goods are excessive as compared with the population, and in part levied on boatmen, who derive no benefit from them, and that there is no land tax. (3) That the progress of Victoria is stimulated at the expense of British Columbia, and that no encouragement is given to shipbuilding or to the foreign trade of the colony. (4) That money has been injudiciously squandered on public works and contracts given without any public notice, which subsequently have been sub-let to the contractors at a much lower rate. (5) That faulty administration has been made of public lands, and that lands have been declared public reserves, which have been afterwards claimed by parties connected with the Colonial Government. (6) The want of a registry office, for the record of transfers and mortgages.

"13. The first complaint, that the Governor, etc., do not reside permanently in British Columbia, scarcely requires comment from me. Your Grace is aware that I have a divided duty to perform; and that if under the present circumstances the Colonial Secretary and Attorney-General resided permanently in British Columbia, these offices would be little better than a sinecure,—the public service would be retarded and a real and just complaint would exist. Although the treasury is now established at New Westminster, and the Treasurer resides permanently there, I have no hesitation in saying that it would be far more for the benefit of the public service if that department were still at Victoria.

"14. The complaint of over-taxation is not peculiar to British Columbia; but whether it is well founded or not may be inferred from the example of other countries. Judging from that estimate, the people of British Columbia have certainly no reason to complain of their public burdens, for the United States tariff which is vigorously enforced in the neighboring parts of Washington Territory, averages 25 per cent. on all foreign goods—spirits and other articles of luxury excepted, on which a much higher rate of duty is charged. The citizen of Washington Territory has also to pay the assessed road and school taxes, levied by the Territorial Legislature. In contrast with these taxes, the import duty levied in British Columbia is only ten per cent., with a similar exception of spirits and a few articles of luxury, which pay a higher duty; while all other taxes levied in the colony are also proportionately low, compared with those of Washington Territory. I might also further state that two-thirds of the taxes raised in British Columbia have been expended in making roads, and other useful public works, and have produced a reduction of not less than a hundred per cent. on the cost of transport, and nearly as great a saving in the cost of all the necessaries of life; so that while the communications are being rapidly improved, the people are, at the same time, really reaping substantial benefits more than compensating the outlay.

"15. With respect to the complaint about the boatmen, they had no claim whatever to be exempted from the law imposing a duty indiscriminately on all goods passing upward from Yale; neither did the duty bear at all upon them, as they were merely carriers and not owners of the goods. The real question at issue was, whether the inland duty should be charged on goods carried from Yale by *water* as well as by land, and was nothing more than a scheme concocted by the owners of the goods to benefit themselves at the expense of the public revenue.

"16. And here I would beg to correct an error in the memorial with respect to the population of British Columbia, which is therein given at 7,000, exclusive of Indians, making an annual average rate of taxation of £7 10s. per head. The actual population, Chinamen included, is about 10,000, besides an Indian population exceeding 20,000, making a total of 30,000, which reduces the taxation to £2 per head instead of the rate given in the memorial. It must be remembered that all the white population are adults, and tax-paying —there being no proportionate number of women or children; and it is a great mistake to suppose that the native Indians pay no taxes. They have, especially in the gold districts, for the most part, abandoned their former pursuits, and no longer provide their own stores of food. All the money they make by their labor, either by hire or by gold-digging, is expended in the country; so that the Indians have now become extensive consumers of foreign articles. Every attention has been given to render Fraser River safe and accessible; the channels have been carefully surveyed and marked with conspicuous buoys; and foreign vessels may go direct to New Westminster, without calling at Victoria, and the port dues are the same whether the vessels clear originally from Victoria or come directly from foreign ports. It is impossible to imagine a more perfect equality of legislative protection than is given to these ports. . . .

"19. I have had applications, under various pretexts, from almost every trading-place in the colony for remissions of duty, and I have steadily resisted all such applications on the ground that class legislation is vicious and leads to injustice and discontent. It is, moreover, very doubtful if the proposed remission of duty on ship-building materials would advance that interest, as long as the timber business of New Westminster is a monopoly in the hands of a few persons who keep timber at an unreasonably high price.

"20. With respect to the fourth and fifth complaints, I am not cognizant of any circumstances affording grounds for them. I addressed a letter to the Chief Commissioner of Lands and Works, whose department they more immediately affected, and I forward herewith a copy of that officer's report, from which it will be seen that no just cause exists for the allegations made.

"21. The want of a registry office, which also forms a subject of complaint, arises solely from our not having succeeded in maturing the details of a measure, which is, I feel, replete with difficulties of no ordinary kind, but that measure, providing for the registration of real estate, will be passed as soon as practicable.

"22. Before concluding this despatch, I shall submit a few observations on the financial system of Vancouver Island in contrast with that of British Columbia, explanatory of their distinctive features and their applicability to the colonies respectively.

"23. The public revenue of Vancouver Island is almost wholly derived from taxes levied directly on persons and professions, on trades and real estate; on the other hand, it is by means of duties and imposts, and on goods carried inland, that the public revenue of British Columbia is chiefly raised. No other plan has been suggested by which a public revenue could be raised, that is so perfectly adapted to the circumstances of both colonies, or that could be substituted or applied interchangeably with advantage to the sister colony. The reasons may thus be stated: The low price and bulky productions of Vancouver Island will not bear the cost of exportation to any British possession, and are virtually excluded from the markets of the Mother Country by the distance and expense of the voyage. A precisely similar result is produced through the almost prohibitory duties levied in the neighboring ports of Oregon and California; the former, moreover, abounding in all the products common to Vancouver Island, except coal; and neither being inferior in point of soil, climate or any physical advantage. Thus practically debarred from commercial intercourse and denied a market for its produce, it became painfully evident that the colony could not prosper, nor ever be a desirable residence for white settlers, until a remunerative outlet was found for the produce of their labor. It was that state of things that originated the idea of creating a home market, and the advantageous position of Victoria suggested free trade as the means, which was from thenceforth adopted as a policy—with the object of making the port a centre of trade and population, and ultimately the commercial entrepôt of the North Pacific. That policy was initiated several years previous to the discovery of gold in British Columbia, and has since been inflexibly maintained. Victoria has now grown into commercial importance, and its value and influence can hardly be overestimated. Financially, it furnishes four-fifths of the public revenue; it absorbs the whole surplus produce of the colony, and it is a centre from whence settlements are gradually branching out into the interior of the island. Thus Victoria has become the centre of population, the seat of trade, a productive source of revenue, and a general market for the country. The settlements are all compactly situated within a radius of twenty miles, except those which are accessible by sea; there is therefore no pressing call for large expenditure in the improvement of internal communications. Roads are opened where required, with due regard and in proportion to the means of the colony; its vital interests not being greatly affected by any avoidable delay.

"24. The circumstances of British Columbia are materially different from those just described. That colony has large internal resources, which only require development to render it powerful and wealthy. Its extensive gold fields furnish a highly remunerative export, and are rapidly attracting trade and population. Mining has become a valuable branch of industry, and essentially the vital interest of the colony; it has hitherto been my unceasing policy to encourage and develop that interest. The laws are framed in the most liberal spirit, studiously relieving miners from direct taxation, and vesting in the mining boards a general power to amend and adapt their provisions to the special circumstances of the districts. The Government has, moreover, charged itself with the more onerous duties in furtherance of the same object, by opening roads through the most difficult routes into all parts of the country, to facilitate transport and commerce, and to enable the miner to pursue his arduous labors with success. Three lines of roads have been successfully carried through the last range, and mining districts five hundred miles from the sea have been rendered accessible by routes hitherto unknown. The extension and improvement of works so pressingly required and indispensable to the improvement and development of the country, still claims the anxious care of the Government. The greatest difficulty was experienced in providing funds to meet the necessarily large expenditure on those works, and that object was accomplished by imposing an import duty on goods, as the only feasible means of producing a revenue adequate to the public exigencies. It was justly supposed that any tax directly levied on the mining population, would lead to clamor and discontent, without being productive of revenue; whereas the indirect tax is not felt as a burden, and, I believe, makes no appreciable difference in the prices which miners have to pay for their supplies.

"25. I have entered into the foregoing review of the administrative systems adopted in British Columbia and Vancouver Island, in answer to the assertion of the memorialists, that every exertion is made to stimulate the progress of Vancouver Island, at the expense of British Columbia, and to prove that my measures have ever been calculated to promote, to the fullest extent, the substantial interests of both colonies.

"26. I trust your Grace will pardon the length to which this despatch has reached; in forwarding the memorial, however, established rule required that I should accompany it with a report, and I could not well do so in fewer words. I have, etc. (Signed) James Douglas."

CHAPTER XXI.

ROADS AND SALARIES.

The Expenditure for Roads, streets and bridges in the colony of British Columbia, for the year 1862, amounted to a total of nearly £92,000 sterling or $460,000. (1) The Yale Route: Yale to Sailor's Bar, £6,559; to Boston Bar, £4,200; to Chapman's Bar, £15,128; to Lytton Road, £17,651; to Alexandria Road, £16,563. (2) Douglas Route: Harrison and Lillooet Road, £4,970; Second Portage Road, £2,307; Seton and Lillooet, £219; Lillooet and Alexandria, £15,080. (3) New Westminster and Pitt Meadows Roads, £3,868. (4) New Westminster Streets, £302; (5) New Westminster to North Arm, £720; (6) Saw Mill Road, £40; (7) Quesnelle, Cottonwood and Lightning Creek, £500; (8) Hope, Similkameen, Rock Creek and Kamloops Trails, £815; (9) Bentinck Arm Route, £344; (10) Bute Inlet Route, £2,012; (11) Sundry Trails, £674. Total, £91,952. The tolls collected at Yale in 1862 amounted to about $6,000 per month.

The Views of Governor Douglas on representation, so fully expressed in the foregoing despatch, were continued during his term of office. In a despatch dated May 26th, 1863, his Grace the Duke of Newcastle reminded him that the Act for the government of British Columbia would expire that year; that it was his intention to propose to the Imperial Parliament a bill continuing the present

Act for another year, and that an Order-in-Council would be submitted to her Majesty constituting a Legislative Council in British Columbia. The power of nominating this council would, in the first instance, be vested in the governor, and so exercised as to constitute a partially representative body, capable of making the wishes of the community felt, and calculated to pave the way for a more formal, if not a larger introduction of the representative element.

SEPARATE GOVERNORS PROPOSED.—In another despatch dated June 15th, 1863, his Grace said: "I have long had under my consideration the various questions which have arisen respecting the form of government which should be adopted in British Columbia and Vancouver Island; and I have now to communicate to you the decision at which I have arrived. I should have much desired, if it had been possible, that these two colonies should have formed one Government. I feel confident that economy and efficiency would have been promoted, that commerce would be facilitated, that political capacity would be developed, that the strength of the colonies would be consolidated, and generally that their well-being would be greatly advanced by such a union; and I hope that the moderate and far-seeing men in both communities will be convinced of this, and will bear in mind the expediency of avoiding or removing all that is likely to impede, and favoring all that is likely to facilitate such a result. But I am aware that the prevailing feeling is, at present, strongly adverse to such a measure, and in deference to that feeling, I am prepared to take steps for placing them under different governors, so soon as proper financial arrangements are made for the permanent support of the Government.

SALARIES OF OFFICERS.—"With regard to Vancouver Island I think that a permanent Act of the Legislature should be passed, securing to the principal officers of the Government, salaries at the following rates, which the importance of the colony and the prospects of its revenue appear to render no more than fitting: Governor, £3,000; Chief Justice, £800 (to be £1,200 when a lawyer is appointed); Colonial Secretary, £600; Attorney-General, £300, with practice; Treasurer, £600; Surveyor-General, £500. The initiation of all money votes should also be secured to the Government. When this is done, I am prepared to hold the Crown revenue of Vancouver Island at the disposal of the legislature of that colony, retaining only such temporary power over the land as will enable her Majesty's Government to close its transactions with the Hudson Bay Company.

When this is effected, I shall be ready to transfer the management of the revenue to the Colonial Legislature.

Salaries in British Columbia.—"With regard to British Columbia, adverting to the magnitude of the colonial interests, and to the steady progression of the local revenue, I should wish you at once to proclaim a permanent law, enabling her Majesty to allot salaries to the government officers of British Columbia, at the following rates: Governor, £3,000, with a suitable residence; Chief Justice, £1,200; Colonial Secretary, £800; Attorney-General, £500, with practice; Treasurer, £750; Commissioner of Lands and Surveyor-General, £800; Collector of Customs, £650; Chief Inspector of Police, £500; Registrar of Deeds, £500.

"It will then follow, to give effect to the enclosed Order-in-Council, which her Majesty has been pleased to issue, in order to prepare the way for giving the inhabitants of the colony a due influence in its Government. I should have wished to establish there the same representative institutions which already exist in Vancouver Island; and it is not without reluctance that I have come to the conclusion that this is at present impossible.

A Difficult Problem.—"It is, however, plain that the fixed population of British Columbia is not yet large enough to form a sufficient and sound basis of representation, while the migratory element far exceeds the fixed, and the Indian far outnumbers both together. Gold is the only produce of the colony, extracted in a great measure by an annual influx of foreigners. Of landed proprietors there are next to none, of tradesmen not very many, and these are occupied in their own pursuits, at a distance from the centre of Government, and from each other. Under these circumstances, I see no mode of establishing a purely representative legislature, which would not be open to one of two objections. Either it must place the Government of the colony under the exclusive control of a small circle of persons, naturally occupied with their own local, personal or class interests, or it must confide a large amount of political power to immigrant, or other transient foreigners, who have no permanent interest in the prosperity of the colony.

Government Preponderance.—"For these reasons I think it necessary that the Government should retain, for the present, a preponderating influence in the Legislature. From the best information I can obtain, I am disposed to think it most advisable, that about one-third of the Council should consist of the Colonial Secretary and other officers, who generally compose the Executive Council; about one-third of magistrates from different parts of the colony, and about one-third of persons elected by the residents of the different electoral districts. But here I am met by the difficulty that these residents are not only few and scattered, but (like the foreign gold-diggers) migratory and unsettled, and that any definition of electoral districts now made, might, in the lapse of a few months, become wholly inapplicable to the state of the colony. It would, therefore, be trifling to attempt such a definition, nor am I disposed to rely on any untried contrivances which might be suggested for supplying its place—contrivances which depend for their success on a variety of circumstances, which, with my present information, I cannot safely assume to exist. . . .

Convene a New Legislature.—"By what exact process this quasi-representation shall be accomplished, whether by ascertaining informally the sense of the residents in each locality, or by bringing the question before public meetings, or (as is done in Ceylon) by accepting the nominee of any corporate body or society, I leave you to determine. What I desire is this, that a system of virtual, though imperfect representation shall at once be introduced, which shall enable her Majesty's Government to ascertain, with some certainty, the character, wants and disposition of the community, with a view to the more formal and complete establishment of a representative system, as circumstances shall admit of it. . . . With these explanations, I have to instruct you first to proclaim a law securing to her Majesty the right to allot the above salaries to the officials of British Columbia; and, having done so, to give publicity to the enclosed Order-in-Council, and to convene as soon as possible, the proposed legislature. (Signed) Newcastle."

The members of the Legislative Council of British Columbia, to be appointed from the colonial officials, were, *ex-officio*, the Colonial Secretary, the Attorney-General, the Treasurer, the Chief Commissioner of Lands and Works, and the Collector of Customs.

CHAPTER XXII.

GOVERNOR DOUGLAS KNIGHTED.

In September, 1863, the commission of Governor Douglas for Vancouver Island colony lapsed through effluxion of time. His dual commision as governor of the colony of British Columbia terminated in 1864. The *British Colonist* (Victoria) newspaper of October 13th, 1863, said: "Upon the arrival of the last mail steamer, we were much gratified at being enabled to publish the *Gazette* announcing that the honor of knighthood had been conferred upon the governor of these colonies, and we take the present opportunity of his Excellency's return to Victoria, to offer our most sincere and hearty congratulations to himself and his family. The distinction was so looked for by the public, that they would have been as apt to feel its omission as a slight upon this colony, as they are now disposed to take a small share of the compliment to themselves.

Review by the "British Colonist."—"We have conceived it our duty, upon some occasions, to differ from the policy pursued by Mr. Douglas, as governor of the colony, and we have, from time to time, had occasion, as public journalists, to oppose that policy; we trust, however, that such opposition has at no time been factious—personal to the governor himself it has never been. If we have opposed the measures of the Government, we have never in our public acts of the executive head of that Government, failed in our esteem for the sterling honesty of purpose which has guided those acts, nor for the manly and noble qualities and virtues which adorn the man.

A Popular Governor.—"The intimate relations which have so long existed between Sir James Douglas and the people of Victoria, will shortly undergo a change, and we are quite sure that we echo the sentiments of the public of Victoria in saying that his Excellency will carry into private life the honest esteem and hearty good wishes of all Vancouver. His services to his country as governor of these colonies, will not be forgotten for many years to come; and we believe that nothing will be remembered of his administration of the government that will tend to tarnish the name of Douglas. Her Majesty in conferring the honor of knighthood upon our governor has paid him a well-deserved compliment, which the colony will thoroughly appreciate."

Closes his Term in New Westminster.—Sir James had decided to remove to New Westminister, to complete his term of office in British Columbia; but before leaving Victoria, the citizens gave him a grand banquet on the occasion of his retiring from the government of the colony. It is described by the Victoria press as "a glorious and brilliant affair." The speeches were reported at considerable length. The chairman said in proposing the guest of the evening: "When he saw the governor of two incipient colonies—composed of every nationality—sometimes disappointed men—when he saw that governor, without attempting to court popularity, treated to such an ovation as to-night, it told him that that governor must have been deserving of it. . . . The rush of '58 took the colony by surprise. The governor had to do everything; he had to organize, and reorganize, and create. There was one monument to his worth—the noble roads which he had caused to be opened up in the sister colony. His administration had been one alive to the interests of all, and deaf to the clamor and vituperation of interested parties. . . . All party feeling was now buried, and the feeling now was one of general esteem."

An Address was presented to his Excellency by the Rev. Dr. Evans, Chairman of the Wesleyan Mission, which was replied to by Sir James, who concluded by saying "he felt that the community were disposed to place a higher value on his services than they deserved. (Loud cries of 'No, no.') He should always remember with the warmest gratitude the efforts of the inhabitants in assisting him to maintain good order in the colony. In closing his relations with this colony he would ever retain a grateful recollection of this day's proceedings, and of the high honor conferred upon him, and in whatever part of the world he should spend the remainder of his days, he would ever rejoice to hear of the welfare, and progress, and prosperity of this colony." (Tremendous cheering.)

Enthusiastic Farewell Procession.—As his Excellency, accompanied by his staff, proceeded on foot next day to take the steamer to New Westminster, a large procession was formed. Every flag-staff in town displayed bunting. When the gangway of the steamer *Enterprise*, which was gaily decked with colors for the occasion, was reached, cheers which had greeted the governor along the route were renewed with great vigor. As the vessel moved from the wharf, a band stationed on board the *Otter*, struck up the tune of "Auld Lang Syne," and a salute of thirteen guns was fired by the employés of the Hudson Bay Company.

THE NEW GOVERNOR, ARTHUR KENNEDY, appointed to succeed Sir James Douglas as Governor of Vancouver Island, did not arrive at Victoria until March, 1864. He was received with every manifestation of loyalty, enthusiasm and respect. A writer (Elliott) says: "Kennedy was extremely courteous in manner, somewhat of a flatterer, and an excellent speaker; the people soon observed that these were about the best characteristics he possessed."

GOVERNOR KENNEDY.

BEFORE THE RETIREMENT OF SIR JAMES from New Westminster, a banquet, attended by seventy-nine guests, was given in his honor. The report says "the whole affair was highly successful." Addresses were presented next day by the Legislative Council, the government officials, etc., etc., and a beautiful medallion likeness of Sir James was presented to Lady Douglas by the Hon. Messrs. Smith, Orr, Holbrook and Black. A deputation consisting of Hon. R. S. Smith, Hon. W. S. Black and Messrs. Edgar Dewdney, Walter Moberly, Charles T. Seymour, Thomas H. Cudlip, F. G. Richards and John J. Barnston, waited on his Excellency and presented an address (read by Hon. Mr. Smith) signed by upwards of nine hundred residents of British Columbia, to be forwarded to the Duke of Newcastle.

HIS EXCELLENCY IN REPLY, said: "GENTLEMEN,—Envy and malevolence may be endured, but your kindness overwhelms me; it deprives me of the power of utterance; it excites emotions too powerful for control. I cannot, indeed, express at this moment in adequate terms, my sense of your kindness. This is surely the voice and the heart of British Columbia—here are no specious phrases, no hollow or vernal compliments. This speaks out broadly, and honestly, and manfully. It assures me that my administration has been useful; that I have done my duty faithfully; that I have used the power of my sovereign for good and not for evil; that I have wronged no man,—oppressed no man ; but that I have, with upright rule, meted out equal-handed justice to all men, and that you are grateful. A pyramid of gold and gems would have been less acceptable to me than this simple record. I ask for no prouder monument, and for no other memorial, when I die and go hence, than the testimony here offered that I have done my duty : to use your own emphatic words—'faithfully' and 'nobly' done my duty. . . . Assure the people of British Columbia that they have my heartfelt thanks for this gratifying expression of their opinion ; assure them that I shall ever rejoice to hear of their prosperity, and of the progress of all that relates to the moral and material interests of this colony."

ARRIVAL OF THE NEW GOVERNOR.—Frederick Seymour, formerly Governor of British Honduras, who was to succeed Sir James Douglas in the colony of British Columbia, did not arrive until April, 1864.

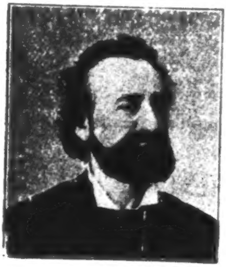
A CIVIL LIST.—The proposal in the despatch of the Secretary of State to Sir James Douglas, 15th June, 1863, already referred to, is noticed in a despatch dated 30th April, 1864, from the Secretary of State, Cardwell, to Governor Kennedy. Mr. Cardwell states, "that he had received a despatch from Sir James Douglas, dated 12th February, 1864, enclosing a resolution of the House of Assembly of Vancouver Island, in which the House declines to pass the Civil List Act proposed in the Duke of Newcastle's despatch of 15th June last." The Secretary adds, "that he can only authorize Governor Kennedy to issue warrants for the payment of the governor and colonial secretary, at the respective rates of £3,000 and £600 per annum, assigned to them by his predecessor." Mr. Cardwell further states : "It will of course rest with the Legislature to make provision for the remuneration of the officers employed under the Government in any way, and from any source which may seem most appropriate to them."

UNION OF THE COLONIES.—Mr. Cardwell also mentions that "besides the matter of salaries, Sir James Douglas's despatch raises a still larger and more important question, namely, the union of both colonies under one governor." On this subject, he states, he "is desirous of having the benefit of Governor Kennedy's views, as soon as he had acquired, on the spot, sufficient experience and knowledge to enable him to form an opinion, and to supply reliable information for the assistance and guidance of her Majesty's Government in considering the question." The despatch concludes by stating that a copy of it would be sent to Governor Seymour, "to furnish his views on the same matter, and I need scarcely say that it will not only be unobjectionable, but highly desirable that you and he should consult freely on the subject, although it will be the most convenient course, that ultimately each should report to me independently the conclusions which he may form on the subject."

The question of the union of the colonies occupied the attention of the leading men both on the island and in the mainland, and was warmly discussed. Resolutions for and against were passed at public meetings, and in the Legislative Assembly at Victoria, as well as in the Executive Council at New Westminster.

WESTMINSTER AND VICTORIA AGREE.—On January 26th, 1865, resolutions were submitted to the Assembly: "That the immediate union of this colony with British Columbia, under such constitution as her Majesty's Government may be pleased to grant, is the means best adapted to prevent permanent causes of depression, as well as to stimulate trade, foster industry, develop our resources, augment our population, and ensure our permanent prosperity; and that this House pledges itself, in case her Majesty's Government shall grant such union, to ratify the same by legislative enactments if required; and that the resolution be submitted to his Excellency the governor, with the respectful request that he may take the same into his earnest and immediate consideration."

RESOLUTIONS TRANSMITTED.—His Excellency, Governor Kennedy, in a despatch dated March 21st, 1865, transmitted the resolutions, and explained to the colonial secretary in reference to them, that they had been passed by the Legislative Assembly of Vancouver Island after a warm debate, by a vote of eight to four, on the 27th January, 1865. They were introduced by Mr. Amor De Cosmos, one of the members for Victoria. "It was thereupon alleged by the minority that the majority did not fairly represent public opinion, and to test this fact, Mr. De Cosmos, who proposed, and Mr. C. B. Young, who opposed the resolution (being two members for the city of Victoria), agreed to resign their seats, and went before their constituents for re-election, which resulted in the return of Mr. De Cosmos and Mr. McClure, both advocates of union and a tariff, by a large majority."



HON. AMOR DE COSMOS.

Unconditional Union.—"The majority of the House of Assembly," the despatch continues, "in favor of *unconditional* union with British Columbia is now, I believe, 11 to 4; and I have no doubt that a dissolution of the House would undoubtedly increase that majority by two more.

"I submitted these resolutions to the Legislative Council for their information, and the majority present being *ex-officio* members, resolved that it was inexpedient for the Council to express any opinion on the subject. . . .

"I am in a position to know that the majority, if not *all* of the *ex-officio* members, are in favor of union, with some small differences on matters of detail, and that they refrained from a public expression of their opinion from a desire to avoid possible complication, and with a view of giving their untrammelled support to such measures as her Majesty's Government may deem most fitting on a future occasion.

"The Local Legislature of Vancouver Island have thus, I think, adopted the only course by which the union of these colonies can be satisfactorily effected, namely, leaving conditions and details, even to the form of government, to your decision.

"The form of government at present existing in this colony, namely, an elective assembly of fifteen members, and a nominated Legislative Council, does not, and in my opinion never can, work satisfactorily. There is no medium or connecting link between the governor and the Assembly, and the time of the Legislative Council (which comprises the principal executive officers) is mainly occupied in the correction of mistakes, or undoing the crude legislation of the Lower House, who have not, and cannot be expected to have, the practical experience or available time necessary for the successful conduct of public affairs. On financial subjects they are always greatly at fault.

"I would therefore recommend (should the opportunity for remodelling the form of government occur) that there should be one chamber only, composed of elective members as at present, with the addition of nominees of the Crown in the proportion of one-third, with power to resolve itself into two separate chambers, when the state of the population would justify or render it necessary, a contingency which is, I think, far distant. I believe that this change would find favor with the intelligent portion of the public, and a large number, if not a majority, of the present Assembly, whose constitution it would affect.

"I have abstained from expressing any public opinion, or exercising any influence I may possess, in encouraging this movement, but I have no doubt that the expression of the former and legitimate use of the latter, if acquiesced in by Governor Seymour, would immediately remove all serious opposition to a union of these colonies, which I consider a matter of great imperial, as well as colonial interest."

CHAPTER XXIII.

BOTH SIDES OF THE QUESTION.

Was Union Desirable?—**Governor Seymour**, in a despatch to Mr. Cardwell, dated Rue de la Paris, February 17th, 1866, when His Excellency was on his marriage tour, says he has "endeavored to prove, first, that union with Vancouver Island, or the annexation of that colony is not desired in British Columbia; and secondly, that the larger colony is not in a depressed condition." He explains by stating:

> "The discovery of gold on the Lower Fraser first attracted to British territory a large portion of the unattached population of Western America. The immigrants came from Oregon or California by sea. Their detention at the first place of landing created Victoria. The 'bars' on the Fraser were gradually worked out. Now they are abandoned to the labors of Chinamen. But year by year the summer immigrants pushed further into the interior, still by the valley of the great river. Finally Cariboo was discovered, and its prodigious wealth attracted large numbers of miners, who were fed and supplied from Victoria. Driven from their work by the severe climate in the winter, the 'Cariboo ites' spent some time and much money in that town and added to the profits of the merchants who had monopolized their market during the winter season. There were no large settlements in British Columbia; it was only a colony in name. . . .
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> "Cariboo was the great customer for Victoria; but Cariboo, with all its prodigious wealth, has not been found to be 'poor man's diggings,' not competent therefore to support a very large population. The mines are of limited extent, the gold lies deep, and is expensive to extract. The number of spring immigrants began to fall off, and in 1865 was smaller than usual. Victoria continued to do the principal business of the mines, but the population to feed was comparatively small, and Victoria suffered. So did British Columbia to a certain extent. Road-side houses on the Cariboo road line became bankrupt as traffic decreased by diminished immigration and diminished travelling. The general condition of the colony was, however, prosperous. To the merchant of Victoria the depression he felt in 1865 appeared to extend over British Columbia; but he could only see the

valley of the Fraser, while a vaster view lay open before the eyes of the Government of New Westminster.

"Late in 1864 important discoveries had been made near the British Kootenay Pass of the Rocky Mountains in our territory. It was first through American newspapers that I became aware of a rich and prospering mining town existing within our limits, about five hundred miles due east of New Westminster. Although the Kootenay mines could, at first, be only approached by passing through United States territory, we soon extended British institutions over the new diggings, established courts of justice and collected taxes. On the disruption of the mining camps of the Boisé country, Kootenay received a considerable accession of population, and in the season of 1865, the new diggings were paying into the colonial treasury in taxes upwards of a thousand pounds per week. Here was a tangible benefit to British Columbia which brought no immediate advantages to Victoria; on the contrary, the new mines which were fed from across the frontier, took away many persons from Victoria's best customer, Cariboo. The customs duties levied at Fort Shepherd on the Columbia belong to us British Columbians alone. I am credibly informed that these latest discovered gold mines have, in some places, yielded as much as eight hundred dollars a day to the hand, without machinery.

"While British Columbia is reputed to be languishing, it may be interesting for me to mention, though I write without official documents, some of the principal works which have been accomplished by us in 1865. Every surveyor and every engineer in the colony was in government employ last year. Every discharged sapper, possessing anything like adequate knowledge, was likewise induced to enter our service. A good trail for pack animals has been opened from the Fraser to the Kootenay. The Cascade range, the Gold range, the Selkirk range, have been successively surmounted, and with what labor may be imagined when I state that at the end of May the cutting over the Cascade Mountains had, on each side, seven feet of snow. This trail not only runs through British territory to a gold mine, but it affords, by the British Kootenay Pass, an easy access from the Pacific to the Hudson Bay Company's lands beyond the Rocky Mountains. Its principal value, however, to the colonists is that it already enables the merchants of New Westminster to undersell those of Lewiston and Walla Walla at the new diggings. A sleigh road has been opened from the seat of government to Yale, running for upwards of one hundred miles through the dense forests of the Lower Fraser. A bridge has, for the first time, been thrown over Thompson's River, on the main road to the northern mines. Upwards of twenty thousand pounds have been expended on the completion of this high road into Cariboo, allowing machinery at last to be introduced into Williams Creek. A large sum was spent in connecting by streets the three mining towns in that locality. A good road now connects New Westminster with the sea at Burrard's Inlet, and secures the inhabitants from inconvenience, should an unusually severe winter close the Fraser. A light-ship, public libraries, new school buildings, testify to the energy of the Government. If I add that in the year just past, steamers for the first time navigated the Upper Columbia, and that New Westminster has been in connection with the whole telegraphic system of the United States, Canada, Newfoundland, and with Cariboo, I point out an amount of work accomplished in a single summer, I should think entirely unprecedented in so young a colony. For the telegraphic communication and the new line of steamers, the Government can only claim the credit of the earnest efforts it has made to second the enterprise of republican neighbors."

In continuing the despatch, Governor Seymour explains that "Her Majesty has, by an Order-in-Council, created a body authorized to make laws for British Columbia. It consists of fifteen members, exclusive of the governor, with whom it is optional to take his seat as a member of the Board, or to keep aloof, and by so doing constitute himself an entirely separate branch of the Legislature. One-third of the council is composed of the Colonial Secretary, the Attorney-General, the Treasurer, the Surveyor-General and the Collector of Customs, who are, by a separate instrument, constituted likewise the Governor's Executive Council. The remaining two-thirds are selected by the governor, but I believe that a despatch from the Duke of Newcastle directs that five of the ten shall be chosen from the magistracy of the colony, and that in the appointment of the other five the governor shall endeavor to be guided by the wishes of the people, as signified in five distinct districts. Under this constitution the Government can command a majority of votes, but the power has rarely been exercised by me, save in cases where demands were made upon the colony by the imperial treasury, which the Legislature, if not coerced, would have rejected.

"The mode of ascertaining the popular choice is as follows: A letter is written by command of the governor to the paid magistrate of the district, directing him to call a meeting of the inhabitants to select a person for a seat in the council. Due notice of the meeting is given in the *Gazette*, and locally by the magistrate. Seats in the Legislative Council are eagerly contended for. Electioneering addresses issue from the rival candidates, and sometimes very considerable expense is incurred. Great discretion is left with the magistrates and people of the district, as to the votes which shall be accepted and reported to the governor. . . . The election over, the magistrate reports to the governor the number of votes each candidate has received. It is by no means incumbent on the governor to appoint to the council the elect of the people, but it would require very special circumstances, such as have not yet presented themselves, to justify his rejection of the man placed at the head of the poll. The councillor must take the oath of allegiance before he takes his seat. Thus a purely British legislature is secured. . . . If the union of colonies should take place, I would suggest that about twelve members of the new legislature should be elected by the people. Two important changes would result in Vancouver Island. Its present legislative constitution would be abolished. The partial exemption from duties would cease. The loss of the House of Assembly would not, I think, be much regretted. The freedom of the port of Victoria has already been much impaired, duties being now levied on many articles of consumption. The people of Victoria having the issue fairly placed before them at the last elections, have, by a large majority, determined that the system shall cease, and a tariff take its place."

In Referring to the Seat of Government, Governor Seymour says: "In the event of union taking place, a question which will locally excite some interest is as to the seat of government. Victoria is the largest town of the two colonies, and is, in many respects, the most agreeable place of residence. I think, however, that in seeking union with British Columbia, Vancouver Island relinquishes all claims to the possession within her limits of the seat of government. New Westminster has been chosen as the capital of British Columbia, and it would not be fair to the reluctant colony to deprive her of the governor and staff of officers. Both of these towns are inconveniently situated on an angle of the vast British territory; but New Westminster, on the mainland, has the advantage over the island town. It is already the centre of the telegraphic system, and is in constant communication with the upper country, whereas the steamers to Victoria only run twice a week. The seat of government should be on the mainland; whether it might not with advantage, be brought, hereafter, nearer to the gold mines, is a question for the future."

Arthur N. Birch, Colonial Secretary, administered the Government of British Columbia in 1866, during the absence of Governor Seymour, who was visiting Great Britain and the continent of Europe, at that time; he also then entered wedlock, and returned with Mrs. Seymour to New Westminster.

Mr. Birch (3rd March, 1866) transmitted to Mr. Cardwell, a petition signed by merchants, miners and others resident in British Columbia. The signatures numbered 445. The object of presenting the petition, Mr. Birch says in the despatch enclosing it, is to show their desire for the union of the colony with Vancouver Island. The petitioners say they "are fully convinced of the necessity of legislative union between British Columbia and Vancouver Island, on fair and equitable terms. That the accomplishment of this event, as soon as practicable, is an indispensable requisite for the progress and prosperity of both."

Mr. C. Brew, Chief Magistrate, New Westminster, reports, on

March 30th, to Mr. Birch: "I find it impossible to ascertain with accuracy the proportion of excisable articles used and consumed by the Indians in the colony. There are, I believe, about ten thousand Indians on Fraser River, and all of them, in greater or lesser quantities, use and consume excisable articles. Many of the young men spend as much as $300 a year. The Indians now use almost everything used by white men; but the chief commodities which they purchase are blankets, flour, tea, coffee, sugar, molasses, biscuits, dried apples, gunpowder, shot, muskets, axes, simple agricultural implements, vermilion, toys, cheap ornaments, and male and female apparels. In the best shops in this town I am informed that the Indian women buy more dresses and finery than the white people of the place. A great number of Indians from the United States territory come here to procure their supplies."

THE MUNICIPAL COUNCIL of New Westminster memorialized the Secretary of State for the Colonies, April 26, 1866, to the effect that they were strongly opposed to the union with Vancouver Island; that should her Majesty's, Government persist in carrying out the union, the capital of the united colonies should be permanently fixed by an Act of the Imperial Parliament at New Westminster, and that the question, in the event of the union being forced upon British Columbia, will be finally and forever set at rest by the establishment of New Westminster as the capital of the united colonies."

MR. BIRCH, in transmitting the petition, said: "I cannot agree with the memorialists that the union of Vancouver Island with British Columbia will be 'contrary to the well-understood wishes of the people.' I have already stated my conviction that the majority of the inhabitants in the upper country care little whether there is a union of the colonies or continued separation. All classes are, however, united in the opinion that the present uncertainty, as regards the future of these colonies, is seriously interfering with the progress of both."

ROAD CONSTRUCTION AND TOLLS.—Mr. Trutch constructed the road from Port Douglas to Lillooet in 1861. In 1862, a party of Royal Engineers and a large number of civilians were engaged in building the "Cariboo Road" from Yale, the head of navigation. Mr. Trutch built the next section to Boston Bar; Mr. Spence, from Boston Bar to Lytton; Messrs. Moberly, Oppenheimer & Lewis, from Lytton to Clinton. The tolls levied were required to assist in defraying the heavy cost of construction. The tolls collected for July, 1862, at

Hope were $337 ; Yale, $2,610 ; at Douglas, $6,238 ; total, $9,085. The Imperial Parliament voted £9,000 towards payment of the Royal Engineers at New Westminster. A vote of £55,000 was also agreed to by the Imperial Parliament, and passed 13th June, 1862, to pay the Hudson Bay Company for expenses on Vancouver Island since 1849.

Royal Engineers Disbanded.—The summer of 1863 was principally occupied in finishing portions of the waggon road along the Thompson and Bonaparte Rivers and Maiden Creek. The Royal Engineers were disbanded in October of the same year, their special services being considered unnecessary. Colonel Moody and staff returned to England, accompanied by some twenty-five or thirty of the force, who did not wish to remain in British Columbia. The balance of the corps distributed themselves over different parts of the country. They were allowed each a free grant of 150 acres of land. The greater number availed themselves of this privilege, making their selections where it suited them, out of unoccupied lands.

Those Remaining, 1894.—Of the Royal Engineers who remained in British Columbia, after having been disbanded, the following is a list of the survivors and place of residence, if known, in 1893: Argyle, Thomas, Rocky Point; Archer, Samuel, ——— ; Bonson, Lewis, New Westminster; Butler, Robert, Victoria; Bouce, Henry, New Westminster; Cox, John, Victoria; Cummins, Allen, New Westminster; Deasy, Daniel, Victoria; Digby, Charles, New Westminster; Franklin, W. A., Victoria; Howse, Alfred R., Vancouver; Hall, William, Sumas; Hall, James, Chilliwack; Hall, Matthew, Chilliwack; Haynes, William, Victoria; Hawkins, Alfred, Matsqui; June, John, Savona's Ferry; Jackman, Philip, Aldergrove; Leech, Peter, Victoria; McMurphy, John, New Westminster; McKenny, John, Pitt Meadows; Murray, John, Port Moody; Musselwhite, John, Sumas; Medure, John, Matsqui; Newton, George, Mission—Fraser River; Pride, Charles, Insane Asylum, New Westminster; Scales, John, Nanaimo; Smith, Alexander, Chilliwack; Turner, George, New Westminster; West, Christopher, ——— ; Williams, George, Victoria; Wolfenden, Richard, Victoria; Rowling, William, South Vancouver; Simple, Robert, Victoria—in all 34.

CHAPTER XXIV.

FURTHER SURVEYS FOR RAILWAYS.

Mr. Moberly's Instructions.—After the arrival of Governor Seymour, in 1864, Mr. Moberly was instructed to superintend government works, as Assistant Surveyor-General. The work of exploration and construction of roads was continued. The Government of British Columbia being anxious to have a road built which would connect with Canada, orders were issued to explore from Kamloops as far as the eastern boundary of British Columbia, at the water-shed of the Rocky Mountains. In the prosecution of this work, Mr. Moberly, with a light exploring party and a band of Indians to pack supplies, commenced an exploratory survey, which led him to discover "Eagle Pass," subsequently found to be the most suitable route for the Canadian Pacific Railway.

Explorations on the Columbia Route.—Mr. Moberly also explored the country south along the Columbia route to Arrow Lakes, and to Little Dallas. The exploring party was strengthened by the arrival of Ashdown Green, C.E., and James Turnbull, late of the Royal Engineers. Mr. Green went to explore the valley of Gold River, and Mr. Turnbull to the north-east end of Upper Arrow Lake. Mr. Moberly went eastward through the Selkirk range, toiling through dense underbrush and forest. Winter setting in, the parties returned to New Westminster.

The "Big Bend"—Yellow-head Pass.—Early in 1866, the work of exploration to ascertain the best road connection with the East across the Rocky Mountains, was continued by Mr. Moberly and his parties. He laid out and commenced a trail from La Port, the head of steam navigation, above the 49th parallel, and a short distance below Dalla de Mort; thence a visit was paid to Fort Shepherd, *via* the valley of the Kootenay, and crossing the Kootenay River, reached Columbia Lake, over a "divide" of a little more than a mile. Columbia Lake is the source of the great river of that name. The river has a length of over 1,200 miles. It flows nearly north to the

"Boat Encampment" in latitude 52° 7′ north; then takes a sudden bend westward and turns south, running through Arrow Lakes, into the United States; hence the necessity of the bend of the river around Selkirk range of mountains, namely—"The Big Bend." The Selkirk range does not extend north of the "Boat Encampment," but the Gold and Rocky Mountain ranges come nearly together at this point, being divided by the valley of Canoe River, which connects with Yellow-head Pass, formerly used by the early fur traders to and from Hudson Bay and Montreal. On his return to New Westminster, Mr. Moberly retired from the colonial service in 1869, having been ten years in the country. In 1871, he was engaged by Sandford Fleming to join the preliminary surveys for the Canadian Pacific Railway in British Columbia.

GOVERNOR SEYMOUR CEASED TO OPPOSE.—Governor Seymour, in his speech at the opening of the Legislative Council, at New Westminster, March 13th, 1868, withdrew his former opposition to the union of British Columbia with the Dominion of Canada, and modified his views in reference to the location of the seat of government of the recently united colonies. In reference to the former he said: "During the last session your Honorable Council unanimously passed a resolution in favor of negotiations being entered into for the union of this colony with the confederation which has been formed among the eastern British Provinces on this continent. Although I could not be blind to the difficulties which made me consider the resolution principally as the expression of a disheartened community longing for change of any kind, yet the possibility alone of something arising out of it to promote an overland communication with Canada, was enough to induce me to support your resolution." In reference to the seat of government, he remarked:

PERMANENT SEAT OF GOVERNMENT.—"Suffice it now to say, that her Majesty's Government is of opinion that, in my message of the 27th March, 1867, I took an extreme view as to the extent to which public faith and honor are pledged to the purchasers of land in New Westminster. Further, that I should consider the public convenience as the main guide in the selection of a seat of government, I am commanded to come to a decision without further delay, and I desire to avail myself of your assistance in so doing. . . . I shall be glad if you will come to a decision on the subject. Every argument is exhausted. I have now but to act. A governor must allow himself no personal feelings in a matter of this importance."

Confederation Memorial.—A memorial, following up the subject of Confederation, signed by Messrs. James Trimble, A. De Cosmos, I. W. Powell, J. R. Findlay, R. Wallace and H. E. Seeley, a committee appointed at a public meeting of the citizens of Victoria, January 29th, 1868, shows the state of feeling at that time. The memorial represented:

"1. That March 18th, 1867, a resolution was unanimously passed by the Legislative Council of the colony, asking his Excellency, Governor Seymour, to take measures without delay to secure the admission of British Columbia into the Canadian Confederacy on fair and equitable terms. 2. That a public meeting was held at the same time expressing concurrent views with the action of the Legislative Council. 3. That the people of Cariboo, the next most populous and influential portion of the colony, held in December last a highly enthusiastic meeting, and unanimously passed resolutions in favor of immediately joining the Dominion. 4. That public opinion throughout the colony, so far as we can learn, is overwhelmingly in favor of Confederation. 5. That there is a small party in favor of annexation to the United States, and if it were practicable or possible their number would be largely increased. 6. That there is a small party, other than annexationists, who are opposed to Confederation. 7. That nearly all the office-holders of this colony are allied to the latter party. 8. That the total number of those opposed to Confederation on fair and equal terms is numerically small, but supported by the office-holders, they may exert a good deal of resistance to the popular will. 9. That from information in a telegram from Ottawa, dated January 22nd, 1868, we learn that Governor Seymour has not made any proposition to the Dominion Government respecting our admission, as was expected. 10. That the Legislative Council, the only legislative body in the colony, is made up of a majority, consisting of heads of departments, gold commissioners, magistrates and others, subject to government influence, and cannot be relied upon to urge a Confederation as it ought to be at the present juncture. 11. That the only popular institutions in the colony are the city councils of Victoria and New Westminster. 12. That the people of this colony are really without the means of expressing and carrying out their wishes through the Legislature. 13. We, therefore, representing the views of a large majority of the people of this, the most populous and influential section of the colony, would respectfully ask the Government of the Dominion to take immediate steps to bring this colony into the Dominion, by telegraphing or communicating with her Majesty's Government, to issue immediate instructions to Governor Seymour, or otherwise to conclude negotiations as to the terms of admission. 14. We feel that without the help and liberal support of the Government of the Dominion the time will be somewhat remote when the colony will be admitted into the Dominion, but with the aid which we solicit, we believe that

there is no obstacle to prevent our admission by the 1st of July next.
15. We would further represent, for the information of the Government of the Dominion, that the terms of admission which would be acceptable to the people of this colony, as far as we can learn, would be:

"(1) The Dominion to become liable for the entire public debt of the colony, estimated at $1,500,000. (2) The Dominion to provide for federal officers and services. (3) To grant a fixed subsidy, and *per capita* subsidy, to insure the support of the local government, in addition to the powers of taxation reserved to Provincial Governments in the British North America Act. (4) Representation in the Senate and Commons of Canada. (5) Popular representative institutions, insuring responsible control over the Government. (6) The construction of a transcontinental waggon road, from Lake Superior to the head of navigation on the Lower Fraser, within two years after the time of admission. This is regarded as an essential condition.

"16. Hereafter we hope to communicate further information. In the meantime we confidently trust the Government of the Dominion will cheerfully aid the people of this colony in furthering their immediate admission."

REPLY TO THE MEMORIAL.—The Hon. S. L. Tilley, then Minister of Customs for the Dominion, sent the following reply to the memorial, addressed to Henry E. Seeley: "OTTAWA, March 25th, 1868. The Canadian Government desires union with British Columbia, and have opened communications with the Imperial Government on the subject of the resolutions, and suggests immediate action by your Legislature and the passage of an address to her Majesty requesting union with Canada. Keep us informed of progress."

DISCUSSIONS ON THE CANADIAN PACIFIC RAILWAY.—About this time the railway route through Canada to the Pacific began to be discussed in Great Britain. In January, 1868, the Liverpool *Courier*, speaking of a Pacific railway, remarks that "the two extremities of our territory (British North America) are as completely isolated as if they were at opposite ends of the earth; British Columbia and Vancouver Island are as thoroughly cut off from Montreal as if they were in another hemisphere, as far as all practical communication is concerned. . . . But it may be said, granting the extreme desirability of having the two extremes of Canadian territory brought into regular communication, how is that object to be effected? Who is to make a railway across the continent, the Home or Colonial Government? To this we may answer, that though there is no present probability of a railway being constructed either by the British or the Canadian Parliament, there is, nevertheless, another and a much easier way out of the difficulty," etc. The utilization of water-stretches is advocated, and it is added: "It is possible that inert officialism may succeed in tiring out the enthusiasm of the principal proprietor, Mr. Alfred Waddington, who has come from Victoria with the intention of urging the advantages of the new route upon the Home Government. . . . It is to be hoped his perseverance may prove of too enduring a nature to be tired out by red-tapeism."

THE BUTE INLET RAILWAY ROUTE.—Mr. Waddington proceeded to London, and petitioned the House of Commons, in the interests of British Columbia. His first petition of the 29th of May, 1868, was signed by himself; the second (3rd July) was presented by Viscount Milton. It was largely signed by parties connected with British Columbia, and showed that that colony was, "for all practical purposes, isolated from the Mother Country, and surrounded by a foreign state, and great national difficulties;" that it was "entirely indebted to the United States for the carriage of its letters and emigrants, and almost entirely for the carriage of goods required for trade and domestic purposes; that a graving-dock was required; that it was of great public importance to secure the advantages of an overland communication through British North America, which would be the shortest and best route to China, Japan and the East; that the overland communication sought for would perpetuate the loyal feelings of the colony, and that a line of steam communication from Panama to Vancouver Island should in the meantime be subsidized." Mr. Waddington, after remaining in London until 1869, returned to Ottawa, and continued to advocate the construction of a trans-continental railway, until after Confederation. He sold the plans of his overland route through British Columbia to the Dominion Government in August, 1871. He died in Ottawa of small-pox in February, 1872. His correspondent in Victoria, George Pearkes, Crown solicitor in the colonial days, who had been in the colony since 1858, died 17th March, 1871.

CONFEDERATION LEAGUE FORMED.—To expedite the desired union with Canada, a Confederation League was formed, May 21st, 1868, and officers elected, consisting of the Mayor of Victoria, James Trimble, President; the Hon. Edward Stamp, I. W. Powell, M.D., and J. F. McCreight, barrister, Vice-Presidents; R. Beaven, Esq., Secretary; J. G. Norris, Esq., Financial Secretary; Messrs. George

Pearkes, R. Wallace, Charles Gowen, M. W. Gibbs, A. De Cosmos and George Fox, Executive Committee. The object of the league was "to effect Confederation as speedily as possible, and secure representative institutions for the colony, and thus get rid of the present one-man government, with its huge staff of overpaid and do-nothing officials."

THE DOMINION GOVERNMENT TAKES ACTION.—The Privy Council at Ottawa, in a report dated 6th March, 1868, through the Secretary of State for Canada, submits and recommends that, as no official communication had been received from British Columbia on the subject of Confederation, the Governor-General of Canada communicate to his Grace the Duke of Buckingham, a copy of the memorial and resolutions of 29th January last, and to request his Grace to instruct Mr. Seymour to take such steps as may be deemed proper to move the Legislative Council of British Columbia to further action, in terms of the Imperial Act, and that his Grace be informed that the Government of Canada will be prepared to submit to Parliament a proposal for the admission of British Columbia into the Union, in the expectation that the Imperial Government will lose no time in transferring the intervening North-Western Territory to the jurisdiction of the Canadian Government.

AN OPEN-AIR MEETING.—On Dominion Day (July 1st), 1868, a largely attended and spirited open-air meeting was held at Barkerville, the capital of the Cariboo district. Dr. Carroll proposed the following resolution, seconded by J. Babbitt, and carried without a dissentient voice:

"That in the opinion of this meeting, the conduct of the Government of British Columbia in opposing Confederation, is contrary both to the policy of the Imperial Government and the declared wishes of the people of this colony." Effective speeches were made by the proposer and seconder.

MR. J. S. THOMPSON proposed a second resolution, viz: "That as the Government of this colony continues to resist the wishes of the inhabitants on this important question, the people should at once adopt some organized and systematic mode of obtaining immediate admission into the Dominion of Canada." In the course of his remarks, in introducing the resolution, Mr. Thompson said:

"He would ask, had we not better try to get rid of the members of the present irresponsible autocracy as soon as possible, and render ourselves practically independent by becoming one of the provinces of the Dominion of Canada? The Dominion is now one of the recognized powers of the earth, which, while retaining its own individuality, still proudly boasts of being a cluster of bright stars in that brilliant galaxy of sparkling luminaries which constitute the constellation of the British Empire. Then let us seek its fostering protection rather than attempt any longer to shine on our own account as a star of the one-hundredth magnitude.

"For ten years, since the first eager crowd of gold seekers rushed to the banks of the Fraser, has the colony struggled to keep its head above water, and what is its present condition? Almost in a state of bankruptcy. While the bonds of the Dominion are eagerly sought for, those of British Columbia are unsalable. If we were once admitted into Confederation, our debt would be merged with that of the Dominion, and we should be enabled to breathe freely once again.

"It may be asked by some skeptical individuals, will the other provinces be willing to admit us, and confer upon us so many advantages, unless we can offer some inducement in return? To this he (Mr. T.) would answer, the advantages would be reciprocal; while they would raise us from our present abject condition of bankruptcy and serfdom, we would open to them the gates of the Orient. When the North-West Territory, now held as a hunting-ground by the Hudson Bay Company, becomes united to the Dominion—as it shortly must—then the now despised colony of British Columbia will become of importance; it will be the last link in the chain of independent provinces, uniting the Atlantic to the Pacific under one name—one Dominion—sheltered by the spreading folds of the glorious British banner.

"The people of Cariboo are the mainstay of the whole colony. They contribute, directly and indirectly, the greater portion of the taxes, yet how are they treated? Left entirely to their own resources! For instance, the Council recently voted $5,000 for a trail from Williams Creek to Musquito Gulch, and we cannot go there to-day without floundering to our knees through swamp and mud. A little money judiciously expended in opening trails would give an immense encouragement to prospecting. We all know the difficulties now to be encountered. Although the mines of Cariboo have now been in existence seven years, we cannot now go a dozen miles from Barkerville without fighting our way, step by step, through the primeval forests and swamps, over rugged mountains and foaming torrents, and had it not been for the indomitable energy of the miner, this region would still have remained the home of the cariboo, the beaver and the marten.

"There can be no question as to the almost unanimous feeling throughout the colony in favor of Confederation. Public meetings have been held everywhere, from the mountains to the sea, from Victoria to Cariboo. The entire press of the colony, whatever their opinion on other subjects may be, holds but one on this. Even the Government has declared in its favor; but though the Legislative Council of 1867 passed a resolution in favor of Confederation, the *official members*, in the session of 1868, annulled that resolution on the ground that delay was necessary. Delay!—delay for what? To enable them to retain their offices a little longer, and stave off, for a year at least, the inevitable event which must seal their doom. Will you, then, quietly submit to be treated with such indignity? Will you by keeping silence enable the Government to point to that fact as an evidence that you tacitly endorse their actions? Shall we have Confederation or not? (Cries of "Yes, yes.") Well, then, I call upon you with one accord to unite; bury all sectional feelings, and show by your actions that the people—English, Irish, Scottish, Welsh, Canadian, and also our friends of other nationalities—all are in favor of this great object. Show the Government of Great Britain that you are in earnest, and that you must obtain what you desire. Demonstrate that you will no longer submit to be treated as serfs in this age of progress; that you will not calmly surrender your inalienable birthright of liberty as British subjects.

"See the magic influence that name carries with it to-day! An African savage monarch imprisons a few British subjects, and though protected by almost inaccessible mountains in his stronghold—although the armies of Greece and Rome, in their palmiest days, had been foiled in attempting to overrun the same territory—a brief campaign has laid the tyrant Theodore in the dust, and British arms have vindicated British honor. What must be the feeling of those ransomed captives on first setting foot again on their native shore? Will they not fall on their knees and cry with rapture, 'Thank God, I am a British subject'? And shall we, then, while boasting of that glorious appellation, submit any longer to the present system of oppression? (Cries of "No, no.")

"Some parties say they care nothing about this matter; all they want is a good paying claim. We all want them; but many of us have tried to get one for the last five or six years in vain, and we may have to wait as many more. So, while we are waiting, let us unite and endeavor to ameliorate our condition. Make this a national, not a sectional, issue. Recollect our common origin, our common flag, and devote our energies to further the glorious cause of Confederation; and perhaps when many of us get ready to leave this colony, we may enjoy a journey across the plains, drawn by the mighty iron horse, while the herds of buffaloes fly in terror before him across the prairies, and his shrill whistle, reverberating through the depths of the Rocky Mountains, startles the eagles from their native eyries."

MR. CORNELIUS BOOTH (afterwards elected to the Legislature), in a vigorous speech, seconded the resolution, which was passed unanimously. Before the meeting adjourned, a committee of five was appointed by resolution to take such steps as they might deem expedient to further the cause which had been advocated. Delegates from Cariboo attended the Yale convention in September.

CHAPTER XXV.

PREPARATION FOR CONFEDERATION.

CONVENTION AT YALE.—Much dissatisfaction was felt throughout the colony in reference to the delay which took place in the promotion of Confederation. A convention was held at Yale, September 14th, at which the following delegates were present: From Esquimalt, J. B. Thompson and Wm. Fisher; from Victoria, Hon. A. De Cosmos, J. E. McMillan, J. G. Norris and R. Wallace; from Salt Spring Island, M. W. Gibbs; from Metchosin, T. Fulton; from New Westminster, Hon. J. Robson, H. Holbrook, Dr. Black and D. Withrow; from Burrard Inlet, H. Nelson; from Sumas, W. Miller; from Harrison River, J. Donally; from Chilliwack, A. Rose; from Yale, C. Evans, J. McLardy and H. Havelock; from Lytton, R. Smith; from Lillooet, Dr. Featherstone; from Lake La Hache, Dr. Brouse; from Williams Lake, Hon. F. Barnard; from Quesnelle Mouth, J. C. Armstrong; from Cariboo, C. W. King and E. H. Babbitt.

COMMITTEE APPOINTED.—Messrs. De Cosmos, Robson, Barnard, Babbitt, McMillan, Thompson and Havelock were appointed a committee to draw up a report, which was subsequently submitted to a committee of the whole with Dr. Brouse in the chair. It was considered *seriatim* and adopted. The report set forth that the convention was called by the Confederation League, and by the authority of the people of British Columbia in the respective districts mentioned, and was intended to give a full, unprejudiced and united expression of their views and feelings respecting the desirability of the admission of the colony into the Dominion of Canada; the necessity for the immediate establishment of representative institutions with responsible government, and generally as to the state, wants and wishes of the country.

THE CONVENTION was duly impressed with the high, responsible and patriotic duties they were called upon to discharge, and avowed that they cherished the most ardent and devoted loyalty to her most gracious Majesty the Queen, and attachment to British institutions; and that after due deliberation, in virtue of the trust imposed upon it, the convention, with an honest and patriotic desire to promote the public welfare, resolved and declared :

"1. That all governments should exist by the free and just consent of the governed, and that the government that does not exist by the free and just consent of the governed is a despotism. That the Government of British Columbia does not exist by the free and just consent of the governed ; and is, therefore, a despotism. That it is unsuited to the free British subjects of the colony. That it deprives the people of their rightful share in the government, as no statute or order-in-council exists which guarantees to the people the right to participate in the government of the colony ; but in the legislative and executive departments, all are nominated or may be rejected, suspended or removed by the governor of this colony. That the ordinary consequences of such a form of government are manifest in this colony ; in the disregard of public opinion, in the neglect of public interests, in the high taxation, in the annual deficits, in the annually increased public debt, in expending large sums of public money in paying salaries disproportionate to the services rendered, and in maintaining an unnecessarily large number of officials, and in the tendency which the continuance of such political evils have to weaken the attachment to the Crown and British connection. That to such an extent have the evils of misgovernment multiplied, that profound, wide-spread, universal discontent prevails, and is expressed at the form of government, and at the manner in which the affairs of the colony have been, and are, mismanaged ; and that the people of British Columbia loudly demand a REMEDY.

"2. That the proper remedy for the present political condition of the colony, and the one that commends itself as preferable to all others—being in harmony with Imperial policy and the legitimate aspirations and desires of the people of this colony—is the immediate admission of British Columbia into the Dominion of Canada, on terms equitable, expedient and beneficial, simultaneously with the establishment of representative institutions and responsible government ; and that, whether admission into the Dominion of Canada shall occur or not, representative institutions and responsible government should be inaugurated forthwith in British Columbia.

"3. That such terms, in the opinion of the convention are chiefly contained in the following fifteen sections—which set forth, (1) That the Dominion would become liable for the public debt of British Columbia at the time of admission. (2) That for the support of the local government and legislature the sum of $110,000, in semi-annual advances, and also (3) An annual grant in aid of the local government, equal to eighty cents per head of the population of British Columbia, at the time of admission, to be the property of British Columbia—the minimum number of said population, including Indians, not to be estimated at less than 40,000 at any time, and the increase of population after admission to be the increase of population other than Indians. (4) All Crown lands, mines, minerals, and royalties in British Columbia to belong to British Columbia, and to be under the exclusive control of its government and legislature. (5) All stocks, cash, bankers' balances and securities for money belonging to British Columbia. (6) All public works, the property of British Columbia at the time of admission, with the exception of such portions of the Grand Trunk Road through British Columbia, or other roads then constructed, as may be used as a portion of the trans-continental road, which shall become the property of the Federal Government. (7) The Dominion of Canada to construct, within three years after the admission of British Columbia, a good overland waggon road, extending from Lake Superior, Ontario, to the head of navigation on the Lower Fraser River, British Columbia, and to commence the construction of the same through the Rocky Mountains within one year after admission. (8) The Imperial Government to guarantee a loan to construct the said overland road if deemed expedient. (9) If at any time after admission the Legislature of British Columbia shall pass an address to the Governor-General of Canada declaring that it is expedient to establish a free port on the Pacific, in order to advance the interests of British commerce, in the north Pacific, the Parliament of the Dominion may make provision for the establishment of the same. (10) British Columbia to be represented in the Senate by not less than two members, and in the Commons by not less than three member. (11) At the first election of representatives to the Commons, the Lieutenant-Governor of British Columbia shall proclaim what shall be the qualifications and disqualifications of representatives and electors—the boundaries of electoral districts and the laws governing such elections. (12) The revenue laws of the Dominion to extend and apply to British Columbia—thereupon the revenue laws of British Columbia thereby affected to be null and void—all duties and revenues then to belong to Canada. (13) Legislative powers as enumerated in the 'British North America Act, 1867,' to extend and apply to British Columbia, except as otherwise in these terms provided. (14) Except as otherwise provided, all law in force in British Columbia at the time of admission, and all courts of civil and criminal jurisdiction, and all legal commissions, powers and authorities, and all officers, judicial, administrative and ministerial, existing therein at the time of admission to continue in British Columbia as if such admission had not taken place; subject, nevertheless, to be repealed, abolished or altered by the Parliament of Canada, or by the Legislature of British Columbia, according to the authorities mentioned under the British North America Act, and any subsequent Imperial Act. (15) All officers of British Columbia at and from the time of admission having duties to discharge in relation to matters other than those coming within the classes of subjects assigned by the British North America Act to the provinces, to be officers of Canada until the Parliament of the Dominion provides otherwise."

Amendment by the Legislative Council.—Notwithstanding the strong feeling which prevailed and was manifested in the colony, an amendment was carried in the Legislative Council, by 11 ayes to 5 nays, to the effect that Confederation at the present time was neither practicable nor desirable. The sum of $3,500 was voted to promote female immigration to British Columbia, and a Board of Immigration was appointed to carry the project into effect.

The Legislature Prorogued.—The Legislature was prorogued by Governor Seymour, March 15th, 1869, the following members being present: Messrs. Alston, Ball, Carroll, Crease, Davie, Drake, Hamley, Havelock, Helmcken, Humphreys, O'Reilly, Pemberton, Ring, Robson, Trutch, and Young (presiding).

DR. DAVIE.

Within a very short time after the close of the session, the earthly career of one of the most respected members of the Council, Dr. Davie, was ended by death. [The father of the present premier of the Province.—Ed.] The *British Colonist* of May 12th, 1869, has the following obituary:

"With a feeling of deep regret, we announce to-day the death of the Hon. John Chapman Davie, M.D., a member of the Legislative Council of the colony. The honorable gentleman passed away yesterday afternoon, after an illness of less than forty-eight hours' duration, produced by over-exertion in riding to town from Saanich a few days ago. Than Dr. Davie, few men in our midst have given more solid or practical proofs of their attachment to this colony, or confidence in its future growth and prosperity. Born in Lyme Regis, Dorset, England, in 1811, Dr. Davie, emigrated to this colony seven years ago, and took up his abode in this city, where he has since resided, gathering around him several members of his family; and he had the very great satisfaction of knowing, long before his departure for another and a better world, that all were comfortably settled and highly respected in the land of their adoption. At the time of his death Dr. Davie was a member of the Legislative Council for the Island (Agricultural) District, a position to which he was chosen last fall by an overwhelming majority. He was also a member of the Tariff Commission. The doctor was one of our best colonists, and his death creates a void in political and social circles, that will with difficulty be filled."

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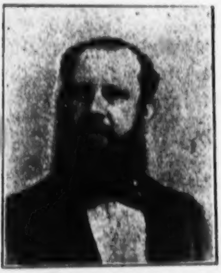
GOV. SEYMOUR.

Death of Governor Seymour.—In the spring of 1869, several Indian tribes on the coast of the mainland, and on the eastern coast of Vancouver Island being troublesome, H.M.S. *Sparrowhawk* was ordered north with Governor Seymour, accompanied by the Hon. Mr. Trutch, to investigate matters. Whilst on that trip his Excellency was taken ill of inflammation, and died at Bella Bella on June 10th. The ship returned, and arrived with the body at Esquimalt on the 13th. On the 14th, Mr. Philip Hawkin, Colonial Secretary, was sworn in Administrator, by Chief Justice Needham. The funeral of the late Governor Seymour took place on the 16th, the pall-bearers being Sir James Douglas, Chief Justice Needham, and Captains Edye and Mist. Fifty marines from H.M.S. *Satellite* formed a guard of honor. He was interred in the Naval Cemetery, Esquimalt. Governor Seymour's life was insured for £30,000, which sum, it is stated, was paid over to his brother in London.



GOVERNOR MUSGRAVE.

Governor Anthony Musgrave.—It was understood some time before Governor Seymour's death that he would, before long, be succeeded by the Governor of Newfoundland—Anthony Musgrave—who was in favor of Confederation. The unexpected death of Governor Seymour hastened the appointment of his successor, who arrived at Victoria on August 23rd, 1869, and took the oath of office on the day of his arrival. A short memoir of Governor Musgrave, the last of the colonial governors of British Columbia, will be interesting:

He was born in 1828; third son of Anthony Musgrave, M.D., and Treasurer of Antigua, the capital of the Leeward Islands, West Indies. This third son was educated principally by his father, who sent his children to Edinburgh, in order to give them what he considered the best education. In 1850, A. Musgrave, junior, became private secretary to Mr. Mackintosh, Governor of the Leeward Islands. On the death of his father in 1851, he acted as Treasury Accountant until 1853. He then entered the civil service, and was appointed Colonial Secretary in Antigua, which position he occupied till 1860, when he was sent as Administrator to the Island of Nevis, and thence to St. Vincent, where he was made Lieutenant-Governor in 1862. In 1864, Governor Musgrave was promoted to Newfoundland, where he remained until transferred to British Columbia in 1869.

Official Trip to Cariboo.—Early in September, Governor Musgrave, to make himself fully conversant with the views of the people he was appointed to govern, commenced an official trip on the mainland, going as far as Cariboo. Along the route he was presented with addresses of welcome. His replies were well received by the general public, as they touched favorably on the *all-engrossing* subject of a speedy union with the Dominion, and the desired changes in legislation and representation. Governor Musgrave returned from the trip, October 14th.

Instructions from Ottawa.—**An important despatch** from Lord Granville, dated August 14th, 1869, was received by the governor at Victoria, and published by command on the 28th of October. It instructed him to consider himself authorized, either in communication with the Governor-General of the Dominion (Sir John Young), or otherwise, to take such steps as he properly and constitutionally could for promoting the favorable consideration of the question of union with Canada. The question was kept prominently under discussion until the next meeting of the Legislature on the 15th of February, 1870. His Excellency had the misfortune, on November 2nd, to break one of his legs, when training a filly at the Government House. The accident (a compound fracture) confined him to his room until March 9th, 1870.

The speech from the Throne, in Governor Musgrave's absence from the House, was read by the President of the Council. It referred, amongst a great variety of subjects, to the governor's visit to the mainland, where he noticed indications of progress and prosperity in mining and agriculture. An appropriation of $5,000 was included in the estimates, to promote immigration. A single rate of six cents postage, provided letters were paid in advance, was agreed upon with the United States, and ten cents if not so paid. A deficit of $27,000 was shown against the colony in the Government account with the Bank of British Columbia.

CHAPTER XXVI.

RESOLUTIONS FRAMED BY GOVERNOR MUSGRAVE.

Union with Canada.—From Lord Granville's despatch, recently received, it became necessary to deal with the subject of union with Canada. Governor Musgrave had, with his Council, framed resolutions, which he would lay before them, to enable him to bring the terms before the Government of Canada on which British Columbia would enter Confederation. The terms of union would not be finally accepted until ratified by the general verdict of the community. He intended to ask for authority to so reconstitute the Legislative Council as to allow the majority of its members to be formally returned for electoral districts. He did not consider it advisable to recommend any change in the tariff under present circumstances.

The Legislature of British Columbia.—Ready for the important work before them during the session of 1870, the following members constituted the Legislative Council of British Columbia: The Honorable Philip Hankin, Colonial Secretary and presiding member; Henry Pering Pellew Crease, Attorney-General; Joseph William Trutch, Chief Commissioner of Lands and Works; Wymond Ogilvie Hamley, Collector of Customs; Arthur Thomas Bushby, acting Postmaster-General; Edward Graham Alston, J.P.; Henry Maynard Ball, J.P.; Henry Holbrook, J.P.; Peter O'Rielly, J.P.; Augustus Frederick Pemberton, J.P.; Edward Howard Saunders, J.P.; George Anthony Walkem, J.P.; Thomas Lett Wood, J.P. Francis Jones Barnard, Yale; Robert William Weir Carroll, Cariboo; Amor De Cosmos, Victoria District; Edgar Dewdney, Kootenay Montague William Tyrwhitt Drake, Victoria city; Thomas Basil Humphreys, Lillooet; David Babington Ring, Nanaimo; Hon. John Robson, New Westminster.

The Terms of Union proposed by the governor to the Council were briefly as follows: Canada to assume the colonial debt of British Columbia; the population to be rated at 120,000, and as the debt of British Columbia is less than that of the other provinces, interest at the rate of 5 per cent. per annum, payable half-yearly in advance shall be allowed on the difference between the actual amount of its indebtedness and the indebtedness per head of the population of the other provinces. For the support of the local Government, the Dominion to grant yearly the sum of $35,000, and 80 cents per head for each inhabitant—the population being rated, as before stated, at 120,000—and the rate of 80 cents per head to be continued until the population reaches 400,000, at which rate the subsidy will remain fixed. The surveys for a line of railroad to be commenced at once; a waggon road to be completed within three years after Confederation, and not less than $1,000.000 to be spent, in any one year, in its construction. The Canadian Government to guarantee five per cent. interest on a loan of £100,000 for the construction of a graving-dock at Esquimalt. To provide fortnightly steam communication with San Francisco; regular communication with Nanaimo and the interior. To build and maintain a marine hospital and lunatic asylum at Victoria, and a penitentiary in any part of the colony it may think advisable; defray the expenses of the judicial, postal and customs departments; to use all its influence to retain Esquimalt as a station for her Majesty's ships and to establish a volunteer force in the colony; the same protection and immunities enjoyed by the provinces to be extended to British Columbia, which is to be allowed eight members in the House of Commons and four in the Senate—and the present officers of the Government to be pensioned by Canada.

Parliamentary Work.—After ordering that the governor's speech and enclosure respecting the terms of union be printed, the Council devoted their time in discussing the estimates; matters connected with the lands and works department, and the mysteries, said by the Hon. Mr. Robson to hang around them; executive appointments; educational affairs; roads and tolls; navigation of the Fraser River; the local Government representation, in event of Confederation; inland telegraphic communication; items of supply, etc., etc.

The Great Confederation Debate.—Those and many other public questions occupied their attention until the great debate on Confederation began on the 9th of March, when Attorney-General Crease moved that the "Council do now resolve itself into a Committee of the Whole, to take into consideration the terms proposed for the Confederation of the colony of British Columbia with the Dominion of Canada, in his Excellency's message."

Mr. Trutch seconded the motion. Mr. Helmcken replied, opposing Confederation. It would occupy too much space to give a synopsis of the many able speeches which were delivered, *pro* and *con*, during this protracted and animated debate, which lasted until the 6th of April, when provision was made by the House for the payment of the expenses of three delegates to be sent to Ottawa to negotiate the terms of the union with Canada. The sum was from $2,500 to $3,000. A report of the debate is published, as reprinted from the Government *Gazette Extraordinary*, of March, 1870. The arguments used by speakers to be understood and appreciated, should be read in connection with the debate.

Mr. Drake moved in amendment that the consideration of the question be postponed for six months. This was seconded by Mr. Ring. Mr. Humphreys moved the adjournment of the debate. **Mr. Robson** objected to the adjournment of the debate. The motion was withdrawn, and Mr. Robson spoke at length against Mr. Drake's amendment. **Mr. Trutch** resumed the debate on the 10th, and reviewed the whole subject, ably supporting the original motion. **Mr. Holbrook** next addressed the committee also in support of the original motion. Mr. Wood spoke next, and delivered an eloquent speech in favor of Mr. Drake's amendment. **Mr. De Cosmos** was the next speaker. He congratulated the House upon the noble work in which they were engaged, in laying the corner-stone of a great nation on the Pacific coast. In a lengthy and able speech Mr. De Cosmos closed the debate for the day.

Mr. Ring resumed the debate on the 11th. He admitted having spoken to the amendment, but now spoke to the original motion and against Confederation, as there should be a full House and increased representation to discuss the question through a full body of their own choosing. **Mr. Barnard** followed in support of union with Canada. **Mr. Humphreys** reviewed the subject. He said fearlessly that responsible government is a *sine qua non* in the terms of Confederation. **Mr. Carroll** next followed in favor of Confederation. **Mr. Alston** was ready to shake hands across the Rocky Mountains with his Canadian brethren. **Mr. Dewdney** was the next speaker. He would support the original motion.

Mr. Helmcken then made some explanations asserting that in opposing Confederation he had sacrificed no principle, forfeited no pledge, maintained his honor, had done his duty, and hoped he was doing good to the colony. Mr. Crease, Attorney-General, then thanked the members of the House for the care and attention they had bestowed upon this great and momentous question, and after Mr. Drake had withdrawn his amendment, the motion to go into committee was unanimously carried. The House then went into Committee of the Whole on the Confederation resolutions, Mr. Ball, Chairman; immediately rose, reported progress, and asked leave to sit again.

Resolutions Read and Passed.—The House having again met in committee, on the 14th of March, Mr. Crease read the resolutions *seriatim*, proposing their adoption. As the majority seemed to be in favor of discussing the resolutions by separate paragraphs, he proposed the adoption of the first paragraph, viz., "That Canada shall be liable for the debts and liabilities of British Columbia at the time of the union." After a few suggestions it was agreed to read the second and third clauses and discuss them along with the first clause. Mr. Crease introduced those clauses at considerable length. He was followed by Mr. Trutch. **Mr. De Cosmos** made an exhaustive speech, including debts, subsidies, population, etc. The discussion was joined in by Messrs. Helmcken, Holbrook, Humphreys, Barnard, Wood, Robson, Carroll, Drake and Alston. Recommendations made by Messrs. De Cosmos, Drake and Robson, were read; that by Mr. De Cosmos, that the amount of subsidy be increased to $150,000 per annum, was lost. Ayes, 5; nays, 14. That of Mr. Drake, which included Mr. Robson's, that "$70,000 be inserted in the conditions, instead of $35,000," was carried on a division. Clauses 2 and 3 were then passed as read, Mr. De Cosmos alone voting nay. The House adjourned until the 16th.

The Graving-dock.—Clause 4 was read on March 16th, referring to the graving dock at Esquimalt, and passed. Clause 5, relating to salaries, etc., was warmly discussed, and passed as read. Clause 6—pensions—passed as read. Clause 7—steam communication with San Francisco, passed as read. Clause 8—communication by coach road and railway with the Dominion. This resolution, Mr. Crease said, was the practical bond of union between the Dominion and the colony. He would leave it to other members to discuss the details. Messrs. De Cosmos, Robson, Trutch, Helmcken and Carroll were the principal speakers on the clause. Before the committee rose, they reported clauses 5, 6 and 7 passed, and obtained leave to sit on the 17th.

Mr. De Cosmos on March 17th continued the debate on clause 8, giving his views at considerable length. Messrs. Holbrook, Ring, Trutch, Drake, Robson, Wood, Helmcken, Alston and Walkem, took part in the debate. Clause 8 was carried as read. Clause 9—marine hospital, etc.—was carried without much discussion. Clause 10—efficient coast mail service, etc.—was passed as read. Clause 11—fisheries—passed. Clause 12—immigration—passed. Clause 13—representation at Ottawa; recommended by Mr. Wood, that the number of members to the Commons should never be less than eight, and to the Senate never less than four—carried. Clause 13 then passed, the committee rose, reported progress, with leave to sit next day.

Mr. Crease, on March 18th, moved the adoption of clause 14—defining the time when the union should take effect, etc. Those details, he said, would have to come before the next Council. The clause was passed as read. Clause 15—relating to the constitution of the executive authority, etc., was next moved. The subject was discussed at great length by various members, chief of whom were Messrs. Robson, Carroll and De Cosmos. On motion of Mr. Drake, the debate was adjourned until Monday the 21st.

Mr. Ring resumed the debate on March 21st. The Attorney-General reviewed the speeches of the former speakers, on the points under discussion. He was followed by Mr. Trutch in a lengthy speech. Messrs. Walkem, Drake, Humphreys, Helmcken, Barnard and Wood also made long, eloquent, energetic speeches, drawing their illustrations from the past experience of all nations. Mr. Wood closed the debate for the day.

On March 22, Mr. Holbrook resumed the debate, and was followed by Messrs. De Cosmos, Dewdney, Alston, Humphreys, Carroll and Robson. The last named gentleman delivered a notable speech. He instanced the workings of responsible government in various British colonies. Victoria, Australia and Jamaica had each in their origin a different political system. He would warn the Government against endangering the scheme without responsible government. Clause 15 was passed as read. Clause 16, relating to the British North America Act, in its application to British Columbia, was read and passed. With reference to the defences, clauses A and B were passed.

The Tariff.—On the 23rd the tariff question was discussed at great length, at first by Mr. Wood, followed by Messrs. Trutch, Robson, De Cosmos, Ring, Humphreys, Hamley and Helmcken, who discussed the retention of a free port, protection, etc. Mr. Helmcken's argument was that the tariff should be made to suit the condition of the country. This resolution, and another by Mr. Drake, on excise, was lost. The subject was laid over until the Hon. Mr. Trutch was in his place, when the matter of tolls would be discussed. The committee rose and reported progress.

Resolutions Adopted.—The Hon. Attorney-General informed the committee when the House met, on the 25th, that Mr. Trutch was still indisposed, and that the notice of motion he had read, be deferred. Mr. Ring desired to make a motion in regard to a free port. The chairman decided the motion out of order if it referred to a free port after Confederation. The Indian question was introduced. Mr. Robson proposed "that the Indian policy of Canada be extended to this colony immediately upon its admission into the Dominion. The motion was withdrawn. The honorable gentleman suggested that a fund be set apart by the Dominion Government to carry out a systematic, geological survey. A resolution to that effect was put and carried.

Mr. De Cosmos proposed "that Canada should purchase Alaska." The resolution was supported by Mr. Ring and Dr. Carroll. Mr. Robson thought they should have Maine also. That the motion should include the words State of Maine, so as to read, "That Canada shall purchase the territory of Alaska and the State of Maine," was carried. The committee rose, and reported the resolutions complete. Council resumed, and the resolutions passed in committee were adopted, except those with regard to the purchase of Alaska and the State of Maine.

Expenses of Delegates.—On April 6th, the House resolved itself into a Committee of the Whole, and Mr. Hamley moved, "That suitable provision be made by this House for the payment of the expenses of the delegates to be sent from the colony to Ottawa, to negotiate the terms of the Confederation of this colony with the Dominion of Canada." A sum of from $2,500 to $3,000 was voted for the purpose of sending three delegates. Messrs. Helmcken, Trutch and Barnard were chosen by the Executive to perform that duty. This eventful and busy session was closed April 23rd, 1870. The delegates named, as chosen, left Victoria, May 10th, for Ottawa, *via* San Francisco. They arrived at Ottawa on the 4th of June.

Terms Agreed on.—**Mr. H. E. Seeley**, who was sent to Ottawa as special correspondent of the *British Colonist*, Victoria, telegraphed on the 7th of July:

"Terms agreed upon. The delegates are satisfied. Canada is favorable to immediate union and guarantees the railway. Trutch has gone to England. Carroll remains one month. Helmcken and your correspondent are on the way home." The terms as agreed to and afterwards ratified by British Columbia were:

"1. Canada shall be liable for the debts and liabilities of British Columbia existing at the time of the Union.

"2. British Columbia not having incurred debts equal to those of the other provinces now constituting the Dominion, shall be entitled to receive, by half-yearly payments, in advance, from the General Government, interest at the rate of five per cent. per annum on the difference between the actual amount of its indebtedness at the date of the union and the indebtedness per head of the population of Nova Scotia and New Brunswick (27.77 dollars), the population of British Columbia being taken at 60,000.

"3. The following sums shall be paid by Canada to British Columbia for the support of Government and Legislature, to wit: An annual subsidy of $35,000, and an annual grant equal to 80 cents per head of the said population of 60,000, both half-yearly in advance; such grant of 80 cents per head to be augmented in proportion to the increase of population as may be shown by each subsequent decennial census, until the population amounts to 400,000, at which rate such grant shall thereafter remain; it being understood that the first census be taken in the year 1881.

"4. The Dominion will provide an efficient mail service fortnightly, by steam communication, between Victoria and San Francisco, and twice a week between Victoria and Olympia; the vessels to be adapted for the conveying of freight and passengers.

"5. Canada will assume and defray the charges for the following services:

"(*a*) Salary of the lieutenant-governor.

"(*b*) Salaries and allowances to the judges of the superior courts, and the county or district courts.

"(*c*) The charges in respect to the department of customs.

"(*d*) The postal and telegraphic services.

"(*e*) Protection and encouragement of fisheries.

"(*f*) Provision for the militia.

"(*g*) Lighthouses, buoys and beacons, shipwrecked crews, quarantine and marine hospitals, including a marine hospital at Victoria.

"(*h*) The geological survey.

"(*i*) The penitentiary.

And such further charges as may be incident to and connected with the services, which, by the 'British North America Act of 1867,' appertain to the general government, and as are or may be allowed to the other provinces.

"6. Suitable pensions, such as shall be approved of by her Majesty's Government, shall be provided by the Government of the Dominion for those of her Majesty's servants in the colony, whose position and emoluments derived therefrom would be affected by the political changes on the admission of British Columbia into the Dominion of Canada.

"7. It is agreed that the existing customs tariff shall continue in force in British Columbia until the railways from the Pacific coast and the system of railways in Canada are connected, unless the Legislature of British Columbia should sooner decide to accept the tariff and excise laws of Canada. When customs and excise duties are at the time of the union of British Columbia with Canada, leviable on any goods, wares, or merchandizes in British Columbia, or in the other provinces of the Dominion, those goods, wares and merchandizes may, from and after the union, be imported into British Columbia from the provinces now composing the Dominion, or from either of those provinces into British Columbia, on proof of payment of the customs or excise duties leviable thereon in the Province of exportation. This arrangement to have no force or effect after the assimilation of the tariff and excise duties of British Columbia with those of the Dominion.

"8. British Columbia shall be entitled to be represented in the Senate by three members, and by six members in the House of Commons. The representation to be increased under the provisions of the 'British North America Act, 1867.'

"9. The influence of the Dominion Government will be used to secure the continued maintenance of naval station at Esquimalt.

"10. The provisions of the 'British North America Act, 1867,' shall (except those parts thereof which are in terms made, or by reasonable intendment may be held to be specially applicable to and only affect one and not the whole of the provinces now comprising the Dominion, and except so far as the same may be varied by this minute) be applicable to British Columbia, in the same way, and to the like extent, as they apply to the other provinces of the Dominion, and as if the colony of British Columbia, in the same way, and to the like extent, as they apply to the other Provinces of the Dominion, and as if the colony of British Columbia had been one of the provinces originally united by the said Act.

"11. The Government of the Dominion undertake to secure the commencement simultaneously, within two years from the date of the union, of the construction of a railway from the Pacific towards the Rocky Mountains, and from such point as may be selected, east of the Rocky Mountains, towards the Pacific, to connect the sea-board of British Columbia with the railway system of Canada; and further, to secure the completion of such railway within ten years from the date of such union:

"And the Government of British Columbia agree to convey to the Dominion Government, in trust, to be appointed in such manner as the Dominion Government may deem advisable in furtherance of the construction of the said railway, a similar extent of public lands along the line of railway throughout its entire length in British Columbia; not to exceed, however, twenty (20) miles on each side of said line, as may be appropriated for the same purpose by the Dominion Government from the public lands in the North-West Territories and the Province of Manitoba. Provided, that the quantity of land which may be held under pre-emption right, or by Crown grant, within the limits of the tract of land in British Columbia, to be so conveyed to the Dominion Government, shall be made good to the Dominion from contiguous public lands; and, provided further, that until the commencement, within two years, as aforesaid, from the date of the union, of the construction of the said railway, the Government of British Columbia shall not sell or alienate any further portions of the public lands of British Columbia in any other way than under right of pre-emption, requiring actual residence of the pre-emptor on the land claimed by him. In consideration of the land to be so conveyed in aid of the said railway, the Dominion Government agree to pay to British Columbia from the date of the union, the sum of $100,000 per annum, in half-yearly payments in advance.

"12. The Dominion Government shall guarantee the interest for ten years from the date of the completion of the works, at the rate of five per centum per annum, on such sum, not exceeding £100,000 sterling, as may be required for the construction of a first-class graving-dock at Esquimalt.

"13. The charge of the Indians, and the trusteeship and management of the lands reserved for their use and benefit, shall be assumed by the Dominion Government, and a policy as liberal as that hitherto pursued by the British Columbia Government shall be continued by the Dominion Government after the union:

"To carry out such policy, tracts of land of such extent as it has hitherto been the practice of the British Columbia Government to appropriate for that purpose shall from time to time be conveyed by the local Government to the Dominion Government, in trust for the use and benefit of the Indians, on application of the Dominion; and in case of disagreement between the two governments respecting the quantity of such tracts of land to be so granted, the matter shall be referred for the decision of the Secretary of State for the Colonies.

"14. The Constitution of the Executive Authority and of the Legislature of British Columbia shall, subject to the provisions of the 'British North America Act, 1867,' continue as existing at the time of the union, until altered under the authority of the said Act; it being, at the same time, understood that the Government of the Dominion will readily consent to the introduction of Responsible Government, when desired by the inhabitants of British Columbia; and it being likewise understood that it is the intention of the Government of British Columbia, under the authority of the Secretary of State for the Colonies, to amend the existing constitution of the Legislature by providing that a majority of its members shall be elective.

"The union shall take effect, according to the foregoing terms and conditions, on such day as her Majesty, by and with the consent of her Most Honorable Privy Council, may appoint (on addresses from the Legislature of the colony of British Columbia, and of the Houses of Parliament of Canada) in the terms of the 146th section of the 'British North America Act, 1867,' and British Columbia may in its address specify the electoral districts, for which the first election of members to serve in the House of Commons shall take place."

CHAPTER XXVII.

A NEW COUNCIL APPOINTED.

Terms of Union Guarantee.—The document containing the terms of union, as agreed on by the Dominion Government, was brought from Ottawa by Dr. Helmcken. He reached Victoria, July 18, 1870. Mr. Trutch arrived from England, October 10. In his mission he was highly successful. An Imperial Act was passed providing for a change in the Constitution of British Columbia. The Imperial Government were willing to attach their guarantee to that of the Dominion Government, for the completion of the Canadian Pacific railway within ten years.

Electoral Districts Formed.—A meeting of the Executive was called by Governor Musgrave, to arrange for a new election. He was authorized by the Imperial Government to proclaim the division of British Columbia into eight electoral districts, viz.: Victoria city, 2 members; Victoria district, 1; Nanaimo, 1; New Westminster, 1; Hope, Yale and Lytton, 1; Lillooet and Clinton, 1; Cariboo, 1; and Kootenay, 1; which, with the Colonial Secretary, the Attorney-General, the Chief Commissioner of Lands and Works, the Collector of Customs, and Messrs. Pemberton and Alston, who were nominated, formed a Council of fifteen members, nine of whom were elected.

The New Council.—To them was to be submitted the terms of union. An election was held in November. The new Council met on January 5, 1871. The members elect were Messrs. Helmcken and Nathan, for Victoria city; Amor De Cosmos, for Victoria district; Arthur Bunster, for Nanaimo; Hugh Nelson, for Westminster; Clement F. Cornwall, for Hope, Yale and Lytton, respectively; T. B.

Humphreys, for Lillooet and Clinton; W. W. Carroll, for Cariboo; and Robert J. Skinner, for Kootenay.

SPEAKERSHIP DECLINED.—The Hon. Dr. Helmcken was nominated as Speaker, but declined, as having been a delegate to Ottawa, he might be called upon to answer questions on the floor of the House. The Colonial Secretary, Hon. Philip Hankin, was then nominated and chosen Speaker. A short recess was next granted by the Speaker. About 150 citizens were present in the House. The band of the Rifle Volunteers, who acted as guard of honor, played the National Anthem on the arrival of his Excellency.

OPENING OF THE LEGISLATURE.—Governor Musgrave, in opening the Legislature, *inter alia*, said: "The terms of union offered by the Government of Canada was as liberal as the colony could equitably expect. Indeed, in some respects, the arrangements agreed upon are more advantageous to us than the scheme originally proposed. I submit them to you in full confidence that you will join with me in this conclusion, and I recommend to you at once to pass an address to her Majesty, in accordance with the provisions of the British North America Act, 1867, praying for admission into the union on those terms. . . . I shall, after the proposed terms of union with Canada, be prepared to introduce for your consideration a bill to enlarge the number of popular representatives, excluding nominated members from the Council, so as to enable a new legislative body and the form known as responsible government to come into operation at the first session of the Legislature, subsequent to the union. . . .

IMPORTANT CONSIDERATIONS.—"At no time in the history of this colony has any legislative body, whether of the mainland or Vancouver Island, been occupied with considerations of greater moment than those which now demand your solicitude, and which must so deeply affect the future progress of the Province." The speech referred to the tariff, taxation, estimates, etc. It was moved and seconded that the governor's speech be printed. Carried. Also that a committee be appointed to draft a reply to his Excellency the Governor's speech. The committee was appointed by the Speaker. The House adjourned to meet on the 9th.

ARREARS PAID TO MR. WADDINGTON.—The reply to the governor's speech was passed the next meeting of the Legislature without discussion. The estimates were next taken up. An item of $15,000, in aid of district schools, provoked a long discussion. A claim for arrears due to Mr. Waddington, formerly superintendent of Island

Free Schools, was ordered to be paid. It was agreed that as the estimates would probably occupy the next sitting, the consideration of the subject of Confederation would be postponed until after the supplies were voted.

CONFEDERATION ADDRESS TO THE QUEEN.—On January 21st, the Council went into Committee of the Whole, on the address to the Queen, praying for Confederation. A discussion took place on the proposed districts for the return of representatives. The address was unanimously adopted. It read as follows: "TO HIS EXCELLENCY THE GOVERNOR: *May it please your Excellency,*—We, the members of the Legislative Council, in Council assembled, having agreed to an address to her Most Gracious Majesty, praying that her Majesty will be graciously pleased, by and with the advice of her Most Honorable Privy Council, to admit British Columbia, under the provisions of the 146th section of the British North America Act, into the union or Dominion of Canada, on the basis of the terms and conditions offered to this colony, by the Government of the Dominion of Canada, as in such address set forth, do hereby pray that your Excellency may be pleased to transmit such address to her Majesty's Principal Secretary of State for the Colonies, to be laid at the foot of the Throne."

RESPONSIBLE GOVERNMENT.—At the meeting of the Council, on January 26th, a motion for an address was made for a bill to impose a poll tax of $50 per annum on all Chinamen engaged in any occupation in the colony. After some discussion, the Attorney-General explained that as the governor was prevented by his instructions from sanctioning any bill that provided for special taxation of any class, it would be useless to proceed with the motion. It was withdrawn by the mover, Mr. Bunster. A bill was introduced in the Council, on the 31st, to give power to alter the Constitution of British Columbia, to suit responsible government under Confederation. The bill was considered in Committee of the Whole, on February 3rd, and reported complete, and adopted on February 6th. The Hon. Mr. Helmcken moved a resolution on the 10th to provide for connecting Victoria and Esquimalt with the proposed Pacific railway. Carried by eight to two, Messrs. Hamley and Nelson voting nay.

OLD MAP DISCOVERED.—The Hon. Mr. Helmcken, in proposing that an address be presented to the governor respecting the Island of San Juan, and the boundary question, made a powerful speech. The motion was carried unanimously. In connection with this subject it may be mentioned here, that about this time a map was discovered in the office of the Colonial Secretary, which defined the boundary line between the United States and the British possessions, and marked very distinctly, by black dotted lines, the boundary, and showed in color the islands claimed by the British and United States Governments respectively.

CALLED IN BY UNITED STATES GOVERNMENT.—"The map," the reference goes on to say, "is the same as that alluded to by the Earl of Lauderdale, a few weeks ago in the House of Lords, of which it was said but few copies were extant. All that the United States Government could get hold of had been called in and destroyed. In overhauling a number of old papers at the Colonial Secretary's office the map was found. Its importance may be estimated when it is stated that it is an authorized edition. The following inscription appears on the lower left-hand cover:

OFFICIAL INSCRIPTION, 1848.—"Map of Oregon and Upper California, from the survey of Charles Fremont, and other authorities; drawn by Charles Preuss, under order of the Senate of the United States, Washington, 1848. Lithographed by Weber & Co., Baltimore."

"The 49th parallel is distinctly and plainly marked out, and the line is extended to the centre of the Gulf of Georgia, thence passing southerly between Lummi and Orcas Islands, thence to Sinclair's Island, where it passes between Cypress and Guemes Islands to Smith or Blunt Island, thence on through the centre of the Straits of Fuca to the ocean."

BRITISH CLAIMS ADMITTED.—The editor remarks: "This line gives the British more than they claim. It gives them in addition to San Juan and other important islands, Smith or Blunt Island, on which the United States Government have erected and maintain a lighthouse, together with several small islands, to which no claim has yet been preferred, but which it will, we suppose, now be found necessary to include in our demands."

COLONEL FREMONT was a son-in-law of Colonel Benton, and was sent overland to the Pacific in order to ascertain the value of this and the adjacent territory of Oregon and California. Colonel Benton was then a leading senator of the United States, and acting upon the information furnished by Colonel Fremont, the senator declared "all the country lying north of 49° to be worthless—'the derelict of nations.'"

A BIG THREAT.—"Previous to this, the Democratic party had elected Mr. Polk, President, with the cry of '54° 40', or fight'; that is, they demanded the territory on the Pacific coast to 54° 40′, and threatened, if their claim was disputed, to declare war against Britain. The report of Colonel Fremont satisfied the people that the country was not worth fighting for, and the United States Government concluded the treaty of 1846, on the basis of the almost forgotten map which has just been exhumed from its musty depository, and which is destined to play an important part in the arbitration by the Emperor of Germany."

Road Tolls Abolished.—A lengthy discussion took place (March 23rd) on the bill to provide for a permanent civil list—passed as amended. Road tolls were abolished on articles coming from the interior of the colony in the direction of the sea-board. Road steamers had been authorized to run between Yale and Cariboo.

Admission of British Columbia.—Sir George E. Carter, in the House of Commons, Ottawa, March 28th, moved the House into committee, to consider the resolutions for the admission of British Columbia. Sir Francis Hincks, Sir A. T. Galt, Hon. L. Tilley and Dr. Grant spoke in favor of the resolutions. Hon. A. Mackenzie, E. Blake and others spoke against them. The debate lasted four days. The speech by Hon. L. Tilley was considered one of the best delivered. Terms of admission passed the Commons by a majority of eighteen. The resolutions were also discussed in the Senate, and passed by a majority of seventeen. Hon. P. Mitchell received credit for having made the ablest speech in the Senate on the subject. Sir G. E. Carter announced, April 3rd, that supplementary estimates would be brought down to provide for extending the government departments to Manitoba and British Columbia.

Banquet to Mr. Trutch.—A banquet was tendered to Mr. Trutch, at Ottawa, on the 10th of April, in honor of the prospective union between British Columbia and the Dominion. In replying to the toast "to his health," in speaking of the terms of the agreement that work on the Pacific Railway should be commenced simultaneously at the east and west ends within two years from the date of the union, and that it should be completed within ten years from that date, Mr. Trutch, was reported to have said: "That if the Privy Council had mentioned twelve or eighteen years to build the railway, the time would have been accepted with equal readiness." Another Ottawa paper reported him as having said, that "the people of British Columbia would not entertain the idea of forcing Canada to keep to the strict letter of the agreement."

Remarks Corrected.—An official report of Mr. Trutch's speech referred to, gave the following as the words used: "The Government, on conference with our delegation, at once expressed their readiness to commence at once the railroad to the Pacific, and to complete it as soon as it was practicable to do so; but the coach road was objected to as an unnecessary expense, in view of the immediate construction of a railroad. We, from British Columbia, were prepared to accept the amendment to the scheme, and we accordingly proceeded to calculate the time it would probably take to build the railroad, and we agreed upon an estimated period of ten years. If it had been put at twelve or fifteen years, British Columbia would have been just as well satisfied, and if the estimated period had been reduced to eight years, she would scarcely have been better pleased; but some definite period for the completion of this work, the delegates from British Columbia insisted upon as a necessary safeguard to our colony in entering into the proposed union. To argue that any other interpretation will be placed upon this railway engagement by British Columbia than that which I have given to you as my construction of it,—to argue that she expects it to be carried out in the exact interpretation of the words themselves, regardless of all consequences, is a fallacy which cannot bear the test of common sense. . . .

It was not a "Cast-Iron Agreement."—"I am sure you will find that British Columbia is a pretty intelligent community which will be apt to take a business view of the matter. She will expect that this railway shall be commenced in two years, for that is clearly practicable, and she will also expect that the financial ability of the Dominion will be exerted to its utmost within the limits of reason, to complete it in the time named in the agreement; but you may rest assured that she will not regard this railway engagement as a 'cast-iron contract,' as it has been called, or desire that it should be carried out in any other way than as will secure the prosperity of the whole Dominion, of which she is a part. I have understood this railway engagement in this way from the first, and still so understand it."

Hon. Mr. Trutch proceeded to London. Mr. Sandford Fleming, who was then Chief Engineer on the Intercolonial Railway, was appointed chief engineer of the proposed railway to the Pacific.

Governor Musgrave's Closing Remarks.—Governor Musgrave prorogued the Legislative Council at Victoria (March 28th). In the Speech from the Throne, his Excellency, as a matter of course, referred to the passing of the union terms. He said: "I entertain the strongest hope, and indeed cherish the assurance, that this coming event will be the commencement of a new and prosperous era for the community. The arrangements by which it will be inaugurated are most favorable to this province of the Dominion; and it will only remain for the good sense, moderation, and prudence of the people so to use their advantages and the circumstances by which they are surrounded, as to obtain a happy issue from the material benefits, and the working of the free political institutions which are about to be established.

"At the conclusion of a session begun under so great a sense of responsibility, and with so many important duties incumbent upon us in the arrangements necessary for the future, I congratulate you on the manner in which the business has been conducted. . . . Your existence as the first representative Legislature of the united colonies of British Columbia and Vancouver Island will be ephemeral. Another of the measures to which I have referred will be the cause of your own extinction and the substitution of a larger and differently constituted legislative body. But your members may reflect with pride that to you has been confided the privilege of deciding upon the most important questions which have hitherto arisen, or are likely to arise for years to come, in the history of the colony; to you belongs the honor of extending the limits of the British American Confederation to the shores of the Pacific, and of cementing the foundations of a great and prosperous state, whose future promises to be enlightened and progressive.

HARMONIOUS RELATIONS WHICH EXISTED.—"For myself I feel proud that I have been permitted to participate with you in the work. But one of its effects will probably be soon to terminate my official connection with the colony. I may not again meet the Legislature in session assembled, and I embrace this opportunity to express my thanks for the support which I have always obtained at your hands, and my acknowledgment of the harmonious relations subsisting between the Legislature and myself during the whole period of my administration. Whatever may be my future, I shall carry away with me from British Columbia, and I hope you will retain, a pleasant recollection of good feeling and mutual assistance in accomplishing the work we undertook to perform."

COMPLIMENTARY ADDRESSES.—GOVERNOR MUSGRAVE thus prorogued the last Colonial Legislature of British Columbia. He took his departure from Victoria on the 25th of July, 1871, for London, *via* San Francisco, in H.M.S. *Sparrowhawk*, having filled the office of Governor twenty-three months. Complimentary addresses from officials, headed by the Chief Justice, from the Anglican clergy, the Roman Catholic clergy and others, were presented to him before he left.

CREATED A KNIGHT.—After reaching London, Governor Musgrave was sent to Natal to introduce a new charter to the colonists of South Africa. He accomplished that mission in less than a year, and then was appointed Governor of South Australia. Whilst in South Australia he was knighted, and in 1885 had the additional title of G.C.M.G. bestowed on him. He was next offered the appointment of Governor of Jamaica. This he accepted in 1877, and remained Governor of that island for nearly six years. Sir Anthony was transferred to Queensland in 1883, and died there, October 9th, 1888.

CIVIL ENGINEERS AND SURVEYS.—The first party of Dominion civil engineers arrived in Victoria, *via* San Francisco, from Ottawa on July 10th, 1871. They were: C. E. Moberly, R. Maclennan, James Mahood, J. Dickey, L. N. Rheaume, C. F. Gillette, J. Ireland and A. McLellan; Mr. George Watt, commissary and paymaster; Sherwood Hall, assistant commissary and paymaster. The respective parties, as soon as they had engaged their assistants, proceeded east of Kamloops and extended their camps towards the Rocky Mountains.

MACLENNAN AND MOBERLY.—There were two parties, known as Q and R, under Mr. R. Maclennan. One of the parties had wintered on Canoe River, near Albreda Lake, and the other on the Fraser River, about fifty miles below Tête Jaune Cache. Mr. Maclennan had, during the winter, visited Ottawa to report what had been done during the previous year. Two parties, named S and T, were under Mr. Walter Moberly. The winter camp of S was at the west end of the Howse Pass through the Rocky Mountains; the other (T) wintered on the lower arm of the Columbia River, near Eagle Pass. The whole line covered by the four parties at their outlying stations reached a distance of over three hundred miles.

VARIOUS IMPORTANT SURVEYS.—MR. MARCUS SMITH arranged to survey the islands and channel between Vancouver Island and the mainland—one party being sent to Bute Inlet, and two others to continue the surveys up the north-west shore of Bute Inlet and through the Cascade Mountains by the Homathco Pass (head of Bute Inlet), and thence across the Chilcotin plains to the Fraser River.

SECTION IV.

THE CONFEDERATION PERIOD.

CHAPTER I.

The First Lieutenant-Governor.—The newly appointed Governor of British Columbia, Hon. Joseph William Trutch, arrived from London, at Victoria, August 14th, having awaited at San Francisco the arrival of his predecessor, until the third of that month. His Honor was sworn in on the day of his arrival by Chief Justice Begbie, who read the commission. An address of welcome was presented by the Mayor and Municipal Council of Victoria, to which Mr. Trutch made a suitable reply.

LIEUT.-GOV. J. W. TRUTCH.

Full Details in His Report.—The Hon. H. Langevin, Minister of Public Works for the Dominion of Canada, arrived at Victoria, August 19th, 1871. He was received at the landing by the Hon. Lieutenant-Governor Trutch and Hon. Dr. Helmcken, acting Provincial Secretary. It was expected that Mr. Sandford Fleming, chief engineer of the Pacific Railway, would have accompanied the Honorable the Minister of Public Works, but his duties on the Intercolonial Railway prevented.

The object of Mr. Langevin's visit was to see the newly acquired province, and judge for himself of its resources and the railway prospects. He made a trip as far as Cariboo, and took every means available to ascertain the resources of the country. Samples of the products were obtained; the altitude at which certain crops were grown—the yield of the crops as well as the mines. The full details were published in his report to the Government at Ottawa.

Banquet to Hon. Mr. Langevin.—On his return from the mainland, September 10th, Mr. Langevin was received most cordially, and driven to the Government House, where he was the guest of Lieutenant-Governor Trutch. Next day he received a number of citizens at the public buildings, and laid the foundation of St. Ann's Convent. In the evening he was entertained at a banquet in the Mechanics' Institute Hall. The reception was enthusiastic. He next visited Barclay Sound in H.M.S. *Sparrowhawk*, Captain Mist. *En route* he took a run to San Juan Island, and round by Race Rocks. The interval until September 22nd, was spent in examining the west coast to Alberni, and the east coast to Seymour Narrows.

Esquimalt Dry Docks.—A deputation waited on Mr. Langevin on the 22nd, relative to the Esquimalt Dry Docks. Dr. Helmcken [illegible]ed the objects of the deputation. Mr. Langevin's reply was that he had no doubt the Canadian ministry would take up the matter warmly, and do everything possible to fix the British naval station permanently at Esquimalt. He left by the *Prince Alfred* the same day, for Ottawa, *via* San Francisco.

The First Legislative Assembly.—Under writs issued by Lieutenant-Governor Trutch, dated 2nd of October, and returnable 26th December, 1871, the following twenty-five members were elected:

John Foster McCreight (Premier and Attorney-General), Simeon Duck, Robert Beaven and James Trimble, Esquires, for Victoria city; Amos De Cosmos and Arthur Bunster, Esquires, for Victoria district; Alexander Rocke Robertson, Esquire (Provincial Secretary), and Henry Cogan, Esquire, for Esquimalt; Wm. Smith and John Paton Booth, Esquires, for Cowichan; John Robson, Esquire, for Nanaimo; John Ash, Esquire, for Comox: Henry Holbrook, Esquire, Westminster city; Josiah Charles Hughes and William James Armstrong, Esquires, for New Westminster district; Robert Smith, James Robinson and Charles Augustus Semlin, Esquires, for Yale; Andrew T. Jamieson and Thos. Basil Humphreys, Esquires, for Lillooet; George Anthony Walkem (Chief Commissioner of Lands and Works), Joseph Hunter and Cornelius Booth, Esquires, for Cariboo; John Andrew Mara and Charles Todd, Esquires, for Kootenay.

HON. J. F. M'CREIGHT.

Speech from the Throne.—**The House of Assembly** did not meet until February 15th, 1872, when James Trimble was elected Speaker. The first session under Confederation was opened by Lieutenant-Governor Trutch, who, in the Speech from the Throne, said: "I congratulate you upon our having happily become one of the provinces of the Dominion of Canada—that grand Confederation of British Territories in North America, whose constitution is impressed with all the stability of a monarchy, combined with the freedom, elasticity and progressive energy of republican institutions. In this union the future prosperity and advancement of the great country, our adopted home, are securely established." After remarking on the advantages to be derived from the construction of the Pacific Railway, the fact of being freed from debt by the union, etc., the Lieutenant-Governor declared the session opened.

Thirty-two Bills Passed.—**The First Session** was concluded, April 11th, by his Honor giving assent to thirty-two bills, reserving four until the pleasure of the Governor-General of Canada had been signified in respect thereto. His Honor also assented to the "Supply Bill," and released the members from their attendance in the Assembly. He congratulated them on the wisdom and prudence which had guided their deliberations.

Appointment of Senators.—The three senators who were appointed under the terms of union to represent British Columbia at Ottawa, were Dr. R. W. Carrall, C. F. Cornwall and W. J. Macdonald. The first gentleman named, a native of Oxford county, Ontario, arrived at Victoria in 1862, to act as medical officer to the coal company at Nanaimo. In 1864, he gave up that position, to seek his fortune in Cariboo, and in 1868 was elected to the Legislature. In 1870, he was appointed one of the three delegates to proceed to Ottawa to negotiate the terms of union. He filled the office of Senator until his death, September 7th, 1879. He was succeeded in the senatorship by Hon. Hugh Nelson, who was subsequently appointed Lieutenant-Governor of British Columbia. The senatorship held by Lieutenant-Governor Nelson was bestowed on Mr. Reed, the present Senator. The second senator named of the first appointees, viz., C. F. Cornwall, a gentleman by birth and education, came from Eng-

LIEUT.-GOVERNOR CORNWALL.

land to British Columbia in 1862, and established himself as a farmer, at Ashcroft, where he still (1894) resides. He represented the Yale-Lytton district during one session of the Legislature of British Columbia before the union of the colonies, and in 1881 was appointed Lieutenant-Governor of the Province, which office he held until February 8th, 1887. On accepting the office of Lieutenant-Governor, he was succeeded in the Senate by the present senator, T. R. McInnes.

The third senator, namely, W. J. Macdonald, a native of Scotland, arrived at Vancouver Island in 1855. He was for some time in connection with the Hudson Bay Company, was mayor of Victoria first in 1867, and again by acclamation in 1871. His nomination to the senatorship gave general satisfaction. He continues to fill the office of Senator to the present time (1894). (See page 245.)

REPRESENTATIVES AT OTTAWA.—The first British Columbia representatives in the Commons, Ottawa, were: First parliament, 1872, J. S. Thompson, Cariboo; Hugh Nelson, New Westminster; Robert Wallace, Vancouver Island; Henry Nathan and Amor De Cosmos, Victoria city; Chas. F. Houghton, Yale. Sir Francis Hincks represented Vancouver Island in the second parliament until January, 1874; E. Dewdney, for Yale, from 1874 to 1879, when he was appointed Indian Commissioner; Sir John A. Macdonald represented Victoria city in 1882. The present members at Ottawa (1894) are Messrs. Earle, Prior, Haslam, Barnard, Corbould and Mara.

SIR JOHN A. MACDONALD.

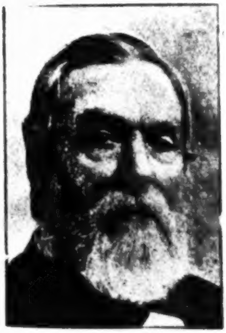
MR. RICHARDSON'S REPORT.—One of the first returned surveyors from the exploratory surveys, Mr. Richardson, reported good crops in Kamloops and Pavilion Mountain districts. He mentioned one settler who had 150 acres of land under cultivation, a portion of which was irrigated, water having to be conveyed for the purpose, a distance of eleven miles. Other surveying parties had made good progress in their work. They had been in expectation of the engineer-in-chief.

THE BEST POINT OF CONNECTION.—MR. MARCUS SMITH, resident engineer, visited the camps in May, 1872. He continued his work on the coast, to ascertain where the Canadian Pacific Railway could make the best connection with Vancouver Island. The chief engineer did not arrive till late in the fall of the year 1872. He had given full instruction to engineers in charge of parties, so that as they were supplied with every requisite, they would be able to discharge their duties to the best advantage.

The Outfit Supplied.--In case it might be necessary that each member of a party should have to carry his personal baggage, the weight was reduced as much as possible. For example: the outfit was two pair of pants, two coats, three flannel shirts, three pair of drawers, six pair of socks, one pair of mitts, two pair of strong boots or shoe-packs, one towel, one brush and comb, and a few other small articles, the whole not to exceed thirty pounds.

A Gun-boat Ordered Out.--Mr. Smith proved an able and reliable assistant. In his survey northwards he had to pass amongst the tribes of Indians by whom Mr. Waddington's party were murdered in 1864, in the Homathco Pass. To show those Indians that he was there by the authority of the Government and would be protected, he requested that a gun-boat should be sent to the head of Bute Inlet. This was granted.

Mr. Smith reports, that July 6th, they arrived at the camp where Mr. Waddington's trail party, "consisting of seventeen men, were attacked by Indians in the dead of the night, whilst they were asleep in their tents. Fifteen of them were murdered and two escaped. The camp presented a sad spectacle. Square patches of bark, neatly laid, marked the place of each tent. Articles of clothing, a blacksmith's anvil and vice, a broken grindstone, bars of iron and steel, sledge hammers and various tools were scattered about—whilst against a tree, set up in an orderly manner, were a half a dozen shovels, ready for next morning's work. No living soul seems to have visited the spot since the dark deed was done, eight years ago."



MARCUS SMITH.

Surveys Towards Seymour Narrows.—Remaining in Victoria till the surveyors were fairly at work on their plans and profiles, Mr. Smith left for Comox, to visit the surveying parties in Valdez Island. Mr. Gamsby, who was in charge, was instructed to continue his surveys towards Seymour Narrows. Mr. Smith found the country from Seymour Narrows very favorable for a line of railway. Ascending the Courtenay River, to Farquhar Lake, there is a rise of

250 feet; the valley is timbered with fir, hemlock, cottonwood, cedar, and few white pine, generally of a large size. The party arrived at Nanaimo, December 18th. The report of this section concludes by stating that, taking the whole line from Seymour Narrows to Esquimalt—about 110 miles—the average of the works would be moderate, and, he considered, "lighter than the average of those on the Intercolonial Railway."

Yellow-head Pass.—The Chief Engineer did not reach Yellow-head Pass until the middle of September, 1872, having been delayed with Intercolonial Railway business. He says in his report: "About sixty miles below the Yellow-head Pass, we came to a turn in the Fraser, named Tête Jaune Cache. Here the Fraser takes a north-westerly direction to nearly midway between the 54th and 55th parallel, when it descends southerly almost to the 49th parallel, then turns to the west, to meet the Pacific waters near New Westminster. Their course being southward, they turned towards the Canoe River, passing over the low height of land between the two streams, entirely abandoning the Fraser at Tête Jaune Cache, again to meet it by the valley of the Thompson, at Lytton, more than four hundred miles distant. Yellow-head Pass is less than 3,800 feet above the sea.

After Crossing the Rockies.—After crossing the Fraser, the route to Canoe River was through a wonderfully level country, considering the magnitude of the surrounding mountains. The country was well wooded with spruce, hemlock, cedar, white birch, and Douglas fir. Fording Canoe River and passing to the east of Lake Albreda, the party reached the north branch of North Thompson, and crossing it, descended on the west side. The trail was extremely rough and undulating for ten or twelve miles, until "Stillwater" is reached. Soon the stream becomes rapid, and falls 750 feet in forty-five miles, to Clearwater; thence to Kamloops, seventy-five miles, the river is navigable. The party reached Yale, the head of steamboat navigation, October 3rd, and New Westminster the following evening.

The itinerary of the trip which commenced at Halifax, July 1st, is very interesting. It gives the number of miles travelled between the principal points—the time occupied, the mode of travel, and the number of camps formed. Their number from Lake Superior to Kamloops was sixty-two. From Yellow-head Pass (16th to 28th September) to Kamloops the travel was by horses 142 miles, and by canoe, eighty-five. From Kamloops to New Westminster—by horses, 142 miles; steamer, ninety-six, and canoe, sixteen. From New Westminster to Victoria, including Burrard Inlet, Waddington Harbor, Seymour Narrows and Alberni—by horses, three miles; steamer, 482. Total, from Halifax, July 1st to October 11th, 1872, 5,314 miles.

A SHORT MEMOIR.—The following sketch, based chiefly on an article in an excellent work, "The Scot in North America," will, doubtless, be read with pleasure. Mr. Fleming has taken, and continues to take, a lively interest in the development and progress of British Columbia, and deserves more than a passing notice. His name will always be associated with the greatest public undertaking of the Dominion—the Canadian Pacific Railway.

SANDFORD FLEMING.

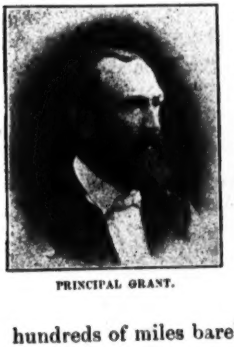
SANDFORD FLEMING was born at Kirkcaldy, Fifeshire, Scotland, January 7th, 1827, his father being a mechanic named Andrew Greig Fleming. The maiden name of his mother was Elizabeth Arnott. During his school days, his mind exhibited a decided bent in the direction of mathematics, and at an early age he was placed under articles with an engineer and surveyor. Having acquired a practical knowledge of the profession, he emigrated to Canada at the age of eighteen.

HIS PROGRESS in his adopted country at first was rather slow, as he was for some years unable to obtain any position which would afford him the opportunity of gaining recognition of his abilities. During a portion of this weary waiting for professional advancement he resided in Toronto, where he was one of the first to take an interest in the Canadian Institute. In 1852, he was appointed one of the engineering staff on the Northern Pacific Railway, at that time known as the Ontario, Simcoe and Huron Railway. His attainments quickly won him promotion, and in a few years he became chief engineer of the line. Whilst in connection with this company, his services were also sought in the promotion of other public works. He subsequently visited the Red River Settlement to ascertain whether it would be practicable to build a railroad connecting it with old Canada. In 1863, the inhabitants of the settlement addressed a memorial to the Imperial Government, praying for railway communication with Canada through British territory, and Mr. Fleming was entrusted with the mission of urging the construction of the line. He had several interviews on the subject with the Duke of Newcastle, then Colonial Secretary, but the project did not, at that time, assume any definite shape. On Mr. Fleming's return from England he was entrusted with the task of making a preliminary survey of a railway to connect the Maritime Provinces with Canada. The scheme was not pushed, until the accomplishment of Confederation, in 1867, rendered the construction of the Intercolonial Railway imperative upon the Canadian Government. The work was carried to a successful issue under the direction of Mr. Fleming as chief engineer, and was formally opened on the 1st of July, 1876.

THE TRIUMPH THUS ACHIEVED over physical obstacles of no ordinary character, placed him in the first rank of his profession, and singled him out as pre-eminently fitted for the yet more important and responsible charge of opening up a highway for commerce between the East and West, over swamp and prairie, river and muskeg, across the towering barrier of the Rockies, winding among British Columbia's "sea of mountains," through passes deemed impassable, bridging chasms that yawn destruction, and tunnelling cliffs that frown defiance, onward, slowly, toilsomely, but resistlessly onward, to where the Pacific portal invites the commerce of the East, and the perpetual surge of humanity culminates in the paradox of the pioneer confronting the Mongolian.

WHEN BRITISH COLUMBIA ENTERED THE UNION, the practicability of the Pacific Railway was still an unsolved problem. No time was lost in setting on foot the work of survey in the summer of 1871. On July 20th, the day on which the union was formally consummated, a party left Victoria for the mountains. The quarter to which attention was specially directed was the Yellow-head Pass in the Rocky Mountains, which it was supposed might offer an available route. On examination it was found that no insuperable obstacle existed to the construction of a road through this pass to Kamloops, in the interior of the Province. The main question was settled. The Canadian Pacific was a practicable scheme, and henceforward it was merely a choice between longer and shorter, easier or more difficult routes. The immensity of the enterprise, which had hardly been fully considered in the anxiety to make terms with British Columbians, began to be more fully realized during the toilsome and tedious years of exploratory survey that followed. The difficulties encountered, the fatigues and perils endured by those engaged in this work are deserving of more recognition than they have received, or are ever likely to receive at the hands of the country in whose service those brave soldiers on the skirmish line of the advancing forces of civilization toiled and suffered, and not unfrequently died—for if "peace hath her victories not less renowned than war," she has also her tragedies—her killed, whose names find place in no bulletins, and to whose memories no lofty monuments are reared, and her wounded go unpensioned and undecorated. The total list of lives lost in connection with the survey up to the year 1878, by various "moving accidents of flood and field," numbered thirty-eight. The vast amount of information concerning the physical features of a region of which nothing was accurately known, excepting along the routes followed by the few travellers who had left their observations on record, gained by the exhaustive and elaborate system of surveys carried out under Mr. Fleming's direction, is indicated by the statement made by him in a paper read before the Royal Colonial Institute in 1878, that the total length of explorations made during the preceding seven years, in connection with the Canadian Pacific Railway, exceeded forty-seven thousand miles, no less than twelve thousand miles having been measured by chain and spirit level, yard by yard. The expense of these surveys amounted to about three and a half million dollars, and the engineering force employed numbered about a thousand men of all grades.

Ocean to Ocean.—In 1872, **Mr. Fleming** made a journey across the continent to familiarize himself with the general features of the route laid down by the preliminary surveys. He was accompanied from Ottawa by Rev. George M. Grant, principal of Queen's College, Kingston, as secretary. Dr. Arthur Moren, of Halifax, Prof. John Macoun, of Belleville, and Mr Charles Horetzky, an ex-Hudson Bay official, joined the party at Edmonton.


PRINCIPAL GRANT.

The Fleming party continued their jourjourney by way of Yellow-head Pass, reaching Victoria on October 9th, after a journey of nearly three months. Rev. Mr. Grant, on his return home by way of the Union Pacific, was struck with the contrast between the arid, alkaline plateaus of Utah, Nevada, Wyoming and Eastern Nebraska—the parched earth for hundreds of miles barely yielding support to a scanty growth of sage brush; and the warm soil of the Canadian prairies, clothed everywhere with a luxuriant vegetation. Yet, while population had been attracted to the great American desert, and enterprise had carried thither the railroad and the telegraph, the fertile belt remained unpeopled and unproductive. The great precursor of çivilization, in its westward march, the railway, was, as yet, in the future. Full particulars of this trip are given in Principal Grant's interesting work, "Ocean to Ocean."

Retired from the Railway Service.—Mr. Fleming's connection with the Canadian Pacific continued until 1880, when he resigned his position on finding himself unable to agree with the Government on certain matters on which he held decided views. His great public services have been fitly recognized by his receiving from her Majesty the honor of being created a Companion of the Order of St. Michael and St. George. In 1880, he was elected Chancellor of Queen's University, Kingston. He is an able and voluminous writer on topics connected with his profession, and has contributed many valuable papers to the Royal Society of Canada, of which he has frequently been president. In addition to the valuable official reports of the various enterprises with which he has been connected, he has published a history of the Intercolonial Railway, and has furnished many instructive contributions to the *Canadian Journal* and other scientific publications. In 1855, he was united in marriage to Ann Jean Hall, daughter of the late Sheriff Hall, of the county of Peterborough. In 1893, he proceeded to Australia to promote the laying of an ocean cable *via* Honolulu to Vancouver Island. He was accompanied by Miss Fleming, and called at Victoria on the outward trip, returning by way of the Suez Canal and England to Ottawa. The Hon. Mackenzie Bowell, Minister of Trade and Commerce for the Dominion, went to Australia, in the interests of the Dominion, at the same time as Mr. Fleming. Mr. Bowell returned *via* Victoria and Vancouver, thence by the Canadian Pacific Railway to Ottawa.

The Ocean Cable.—Mr. Fleming has just returned to Ottawa (November, 1894) from another trip to Hawaii in connection with the Pacific Cable to Australia, which is proposed to touch at one of the Sandwich Islands. He was accompanied by an Imperial Government official, who was sent from London to take part in the negotiations along with him. The Commissioners were welcomed by the Hawaiian people, and the government entered heartily into the scheme, as it would place them into telegraphic communication with the markets of the world. Proposals for constructing and laying the cable have been received by the Government, on favorable terms; and from present appearances the Pacific Cable will soon become an established fact, having the prestige of the Imperial Government.

CHAPTER II.

CHOICE OF ROUTES INVESTIGATED.

Three Routes Surveyed.—During 1872 a vast amount of work was performed by the exploratory and surveying parties. In the report of Mr. Marcus Smith it is stated that the portion of the line from Yellow-head Pass to Clearwater, 180 miles, which is common to all the other routes surveyed to the Pacific coast, was considered to be generally satisfactory. From below that point, three distinct routes had been surveyed to the waters of the Pacific—two of these terminating at Burrard Inlet, the other touching Pacific waters, at the head of Bute Inlet, but continued down the north-westerly shore of the inlet, and across several small islands and narrow channels to Menzie Bay, on Vancouver Island.

Source of Fraser River.—Before the appointment of Mr. Smith as resident engineer, Mr. Moberly had charge of the section between Great Shuswap Lake and House and Eagle Passes. He reached Yellow-head Pass in September, 1872, and claimed that a stream, flowing out of Yellow-head Lake, is the true source of the Fraser River. About the end of November, Mr. Moberly was obliged to build a depot at Henry House, Whirlpool River, where the pack animals might find food and shelter. He built another depot at Fiddle River, on an old trial of the Hudson Bay Company. Supplies were forwarded there as late as January 23rd, 1873, when the pack horses were turned out for the winter.

Macoun and Horetzky.—To Mr. Charles Horetzky was assigned the duty of examining a route by the valley of Peace River, across the Rocky Mountain Range to the Omineca district, and thence by the Skeena River to Port Essington. With Mr. Horetzky was associated Mr. John Macoun, of Belleville, Dominion Botanist, who, in his report, dated May, 1873, gives an interesting account of the flora he noticed along the route from Lake Superior until he reached Stuart Lake, when winter set in. He says: "Going up the Parsnip (river), I picked up a number of specimens; and between McLeod Lake and Fort St. James, enough to make ninety-eight species. From Stuart to Lake Quesnelle, 147 species. On my way down the Fraser, I noticed that eastern forms held sway until we came to Clinton, at the commencement of the Cascades. After that all was changed and western forms took their place."

MR. MACOUN returned *via* Fraser River route to Victoria, which he reached December 12th; thence *via* San Francisco to Ottawa, January 8th, 1873. Mr. Horetzky continued his journey north-westerly by way of Babine Lake to the Forks of the Skeena. He left the Forks, January 4th, 1873, with four Indians, all on foot, packing supplies. He reached McNeill's store (a little below tide-water), about 160 miles down the river. After some delay he obtained a northern canoe and crew, hauling the former some half dozen miles on the ice to open water, and reached Port Simpson, January 23rd. After remaining at Port Simpson eight days, the Hudson Bay Company's steamer *Otter*, Captain Lewis, arrived on a trading voyage. On her he embarked, and after (compulsorily) visiting Queen Charlotte Islands, the coast of Alaska, Bella Bella, Bella Coula, Fort Rupert and Nanaimo, reached Victoria, February 12th, and San Francisco on the 24th. Mr. Horetzky reported adversely to the Skeena route.

MOUNTAINS, INLETS, CHANNELS AND ISLANDS.—Mr. Fleming, in his report, dated January 26th, 1874, after describing the western region, through which the railway would be constructed, refers graphically to the mountain chains of British Columbia, its plateaus, its coast line, and its many islands and channels, where there are deep, intricate passages leading to long, rock-bound, deep water inlets, or fiords, running far into the Cascade mountains. "On the five hundred miles of coast line there is a very large number of these remarkable arms of the sea. They are of great depth, at places reported fathomless Many of them pierce the mountains to such an extent that the largest iron-clads afloat could steam from the coast line, in some cases eighty miles into the very heart of the Cascade chain—the lofty mountain peaks, in some places, rising sheer out of the sea and ascending vertically a mile from the water's edge to their bald summits." The foregoing will give some idea of the difficulties to be overcome in extending the railway system to the Pacific coast. "Two important problems are presented. Primarily it is necessary to discover the best way of piercing the mountain chains, but it is scarcely less important that the terminating point on the sea-board should be easily reached by the largest class of vessels that, now or hereafter, may navigate the Pacific ocean."

SEYMOUR NARROWS TO ESQUIMALT.—On Vancouver Island an exploratory survey was made from the coast line opposite Seymour Narrows to Esquimalt, and to the head of Alberni Canal, which showed that it would be quite practicable to carry the railway along the east coast and to the sea-board on the west coast of Vancouver Island. The report says: "Whatever point on the mainland be selected for the terminus of the trans-continental railway, there can be no doubt that a line along the eastern coast of Vancouver Island will, at no distant day, form part of the railway system of British Columbia. To connect this insular portion of the railway system with the mainland, by a direct, unbroken line, such as that projected across the Valdez group of islands, will be a difficult and enormously expensive undertaking. Until the traffic be to some extent developed and the prospect justify the outlay, a steam ferry suitable for railway traffic can be easily established between Vancouver Island and the terminus, on the main shore, such as would probably for some time answer the purpose."

BUTE INLET ROUTE.—The surveys of 1873 were made with reference to the Yellow-head Pass. The line between Moose and Cranberry Lake had been re-surveyed with satisfactory results. Mr. Smith, in his report, pays a tribute to the memory of Alfred Waddington, whose sketches from Bute Inlet, as well as the trail which he had constructed, had been of great service in prosecuting the surveys. The topographical sketches, though not very accurate, appear to have been honestly prepared. The surveys were continued, and the most persistent efforts made for several years to discover a line running directly west from Yellow-head Pass to the coast, but efforts were fruitless.

ROUTE TO BURRARD INLET SELECTED.—In 1878, Mr. Fleming gives his views on the selection of a route, and "is forced to the conclusion that if a decision cannot be postponed until further examinations be made; if the construction of the railway must at once be proceeded with, the line to Vancouver Island should, for the present, be rejected, and that the Government should select the route by Thompson and Fraser rivers to Burrard Inlet." Again, in 1879, he reported: "Much has been said for and against every route that has been projected, but on carefully considering the engineering and commercial features in each case, the conclusion was forced upon my mind that the railway itself would be least difficult to construct, that when established it would be easiest operated, and that general interests would be most consulted by following the route to Burrard Inlet."

COST OF SURVEY UP TO 1878.—Whilst those extensive and difficult surveys were continuously and persistently being made, great dissatisfaction was manifested by the people of British Columbia in reference to the delays which had taken place in carrying into effect the terms of the union, so far as the commencement of the construction of the Pacific Railway was concerned. The Dominion Government had not been remiss in their endeavor to place the road under contract, yet up to 1873, the time for commencing the construction of the railway from the west, only exploratory surveys had been made, and not until 1878, when about three and a quarter million dollars had been expended, was it decided that the Burrard Inlet route was accepted.

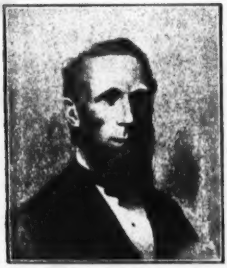
SUBSIDY AND LAND GRANT.—In April, 1872, a bill was introduced in the Canadian Parliament, by Sir G. E. Cartier, proposing to grant a subsidy of thirty million dollars, and fifty million acres of land for the construction of a railway from Lake Nipissing to the Pacific coast. The bill authorized the Government to deal with a single company for the construction of the entire line, provided such company possess a capital of ten million dollars, of which ten per cent. must be deposited with the Receiver-General.

CHARTER APPLIED FOR.—The bill passed without discussion, and received the Governor-General's assent. As soon as the news was received at Victoria, a charter was applied for by a few leading men of that city, to support the company represented by Sir Hugh Allan, who proposed to build the railway. Another party came forward under the leadership of the Hon. John Carling, but they amalgamated, and before the end of the year a charter was granted to an association composed of members of both the proposed companies.

SIR HUGH ALLAN'S PROSPECTUS.—Sir Hugh Allan, and leading men who had become subscribers to the company, met at Ottawa on March 1st, 1873, and elected directors. A prospectus was published, giving particulars and details, the capital required, the work to be accomplished, with a list of the names of its members, and a synopsis of the articles of agreement of the contract with the Government. The chief promoter, Sir Hugh, proceeded to London to negotiate the amount required—one hundred and eight million dollars. The scheme did not find favor with the British capitalists, so the contract was withdrawn, and the one million dollars, which had been deposited as security, was returned.

HUNTINGDON'S STATEMENT.—In April, 1873, Mr. L. S. Huntingdon, a member of the Commons, stated in the House, "That in anticipation of the legislation of last session, in regard to the Pacific Railway, an agreement was made between Sir Hugh Allan and other Canadian promoters, and G. W. McMullen, acting on the part of United States capitalists, whereby the latter agreed to furnish all the funds necessary for the construction of the contemplated railway, and to give the former a certain percentage of interest in consideration of their position, giving the company the character of a Canadian company with Sir Hugh Allan at its head; that the Macdonald Government were aware such negotiations were pending; and that subsequently thereto an understanding was come to between the Government, Sir Hugh Allan and Abbott, one of the members of the House of Commons, that Allan and his friends should advance a large sum of money for the purpose of aiding in the election of ministers and their supporters at the ensuing election, and that Allan and his friends should receive the contract for constructing the railway; that Allan did advance such money, and that part of the moneys so expended by him in connection with the obtaining the Act of incorporation and charter were paid by United States capitalists under the agreement with him."

COMMITTEE TO INVESTIGATE.—Sir John A. Macdonald moved the appointment of a committee of five to investigate the charges, which was agreed to. Lord Dufferin, Governor-General, arrived in June. He suddenly prorogued the Parliament, without obtaining its consent to the discharge of the Committee. In lieu thereof, he appointed a Royal Commission to make the investigation. "It was shown that Allan had advanced as much as $100,000, and it was presumed that those who took the money and used it for political purposes, well knew that it was given in the expectation and with the understanding that the railway scheme would receive the support of the Ministry."


HON. ALEX. MACKENZIE.

MACKENZIE'S ADMINISTRATION.—To deal with the charges mentioned, an extra session was called to meet in October. A motion of want of confidence was introduced by Alexander Mackenzie. During the debate thereon, Sir John A. Macdonald resigned, November 6th, 1873. Mr. Mackenzie was called upon to form a new ministry. This he accomplished, and became premier, 7th November, 1873; forming the second ministry of the Dominion since Confederation. He held office until October 16th, 1878, when he resigned.

British Columbia Legislature Met.—The Government of British Columbia had, after November 7th, to deal with the Mackenzie Cabinet. The Legislature met, December 18th, 1873. In his "Speech," opening the session, Lieut.-Governor Trutch said: "Upon the failure of the Dominion Government to carry out its undertaking to commence within the specified time, the construction of a railway to connect the sea-board of British Columbia with the railway system of Canada, I felt it my duty to strongly protest, on behalf of the Province, against the infraction of this most important clause of the Terms of Union. I have, nevertheless, taken care to comply with all the requirements of the Dominion Government, based on the Terms, being desirous that on the side of British Columbia, every condition of the contract should be scrupulously kept."

Mission to England.—In September, 1873, Hon. Amor De Cosmos, President of Council and Premier, was appointed to be special agent and delegate in all negotiations having for their object the construction of a graving-dock at Esquimalt. He proceeded to Ottawa and afterwards to London, and arranged that the Government of British Columbia would receive £50,000 in lieu of the guarantee of five per cent. interest per annum on £1,000,000 for five years. Mr. De Cosmos laid his report on the subject before the House on February 3rd, 1874. The session was prorogued, March 2nd, his Honor stating that he had, "in compliance with their recent Address, again entered a strong protest against the continued breach of agreement in the Terms of Union." Messrs. De Cosmos and Bunster having resigned their seats in the Assembly, new writs were issued, February 10th, 1874.

Address on Construction of the Railway.—On February 9th, the following resolution, moved by Hon. Mr. Beaven, Chief Commissioner of Lands and Works, seconded by Mr. Duck, was put and carried, viz: "That whereas, on the 20th July, 1871, the colony of British Columbia was united to, and became part of the Dominion of Canada, in accordance with certain terms; and whereas by section 11 of the said terms, the Government of the Dominion undertook to secure the commencement, simultaneously within two years from the date of the union, of the construction of a railway from the Pacific towards the Rocky Mountains, and from such point as may be selected east of the Rocky Mountains towards the Pacific; and whereas, the two years therein referred to expired on the 20th July last, and the construction of the said railway was not then, and has not since been commenced, causing thereby serious loss and injury to the people of this province: be it therefore resolved, that an humble address be presented to his Honor the Lieutenant-Governor, respectfully requesting him to protest, on behalf of the Legislature and people of this province, against the infraction of this most important clause of the Terms of Union, and to impress upon the present Administration in Canada, the absolute necessity of commencing the actual construction of the railway from the sea-board of British Columbia, early in the present year." The session closed, March 2nd, 1874.

HON. MR. BEAVEN.

PETITION—BREACH OF TERMS.—The Hon. Mr. Walkem, Attorney-General, was instructed to proceed to England to present a petition from the Executive Council of British Columbia to her Majesty's Government, complaining of the breach by the Dominion Government. He left Victoria, June 16th, 1874, and arrived in Ottawa, June 27th, where credentials were obtained. Mr. Walkem reached London, July 27th, and was granted an interview with Lord Carnarvon, Secretary of State for the Colonies, July 31st. He presented the petition referred to.

MR. WALKEM AND LORD CARNARVON.—Numerous interviews were held between Mr. Walkem and Lord Carnarvon and the principal officers of the colonial office, during the months of August, September, October and November, with the result that on November 13th, at a final interview, Lord Carnarvon informed Mr. Walkem that in a few days he would state his views upon the whole question in writing, and forward a despatch on the subject to Lord Dufferin for the information of both governments. Mr. Walkem sailed from England, December 17th, and reached Ottawa early in January.

THE "CARNARVON TERMS."—Lord Carnarvon's despatch to Lord Dufferin contained what are known as the "Carnarvon terms." They were, (1) That the railway from Esquimalt shall be commenced as soon as possible, and completed with all possible despatch. (2) That the surveys on the mainland shall be pushed on with the utmost vigor. . . . (3) That a waggon road and telegraph line shall be immediately constructed. . . . (4) That $2,000,000 and not $1,500,000, shall be the minimum expenditure on railway works within the Province, from the date at which the surveys are sufficiently completed to enable that amount to be expended on construction. (5) That on or before December 31st, 1890, the railway shall be completed and opened for traffic from the Pacific sea-board to a point at the western end of Lake Superior. . . . Those terms were subsequently considerably changed.

Mr. Edgar's Mission.—The Mackenzie Administration took hold of the reins of Government in rather an unfortunate time for the prospects of the construction of the Canadian Pacific Railway. Sir Hugh Allan had failed to raise the capital required, the terms of union were unfulfilled, and great discontent was abroad over the Province of British Columbia. Mr. Mackenzie made fair promises, and in his great speech at the re-election said, it would be the duty and desire of the Government to adopt any scheme which would aid, at a fair expense, in constructing the railway and in developing the country. Mr. Edgar, a special delegate, was sent from Ottawa to British Columbia to assure the people of a prompt and vigorous commencement, and also the continuous prosecution of the work of construction within the limits of the Province.

Legislature Met in 1875.—Not much progress was apparently made in 1874, further than has already been stated. The Legislature met, March 1st, 1875. His Honor the Lieutenant-Governor, in opening the session, stated that one of his ministers who had been sent to England to petition her Majesty, informed him that the Secretary of State for the Colonies had, in reference to the construction of the railway, made certain recommendations, which had been accepted by the Dominion Government. The first parliament of British Columbia under confederation, was prorogued, April 22nd, 1875.

Further Surveys.—The strained public feeling which obtained in British Columbia, relative to the delay in the commencement of the construction of the western portion of the railway continued to increase. Unremitting exertions, however, were being made in explorations and surveys to ascertain the best route for the line. In the prosecution of the work, some of the surveying parties suffered much fatigue and great hardships. One example may be given, namely, the overland exploration of Messrs. Jarvis and Hannington.

CHAPTER III.

SURVEYS CONTINUED—NO ROUTE FIXED.

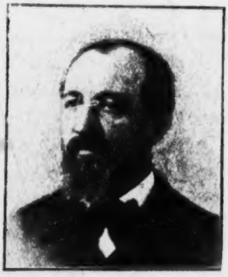
Instructions to Mr. Jarvis.—Early in the winter Mr. Jarvis received instructions to begin exploration, and on December 9th with his assistant, Mr. Hannington, left Quesnelle on the Fraser, for Fort George, to complete his arrangements and obtain an outfit. So soon as the ice was frozen on the rivers, the party, consisting of eight men, and six dog-trains, started on the hazardous journey across the mountains. They left the Fraser above the Giscome portage, following the north branch until it terminated in a *cul-de-sac.* They returned to ascend a second branch, and finally reached the continental "divide," on February 24th, 1875.

Great Hardship.—After leaving the summit the dogs became unserviceable from frost-bites and exhaustion, so that each man was compelled to carry on his back a share of the necessary supplies, leaving behind everything not absolutely required. They were placed on short rations. The party crossed an extremely broken, mountainous region intersected by tributaries of the Smoky and Athabaska rivers. The snow was deep, the temperature low, and the weather unusually stormy in the elevated region they passed over. They were on the verge of starvation and every member of the party suffered greatly from fatigue and exposure. Nevertheless, they succeeded in reaching Jasper House on March 5th, to find it unoccupied. They, however, in their exhausted condition, were fortunate in meeting in the neighborhood a band of Indians who supplied them with some provisions, all they could spare from their meagre store. The weary travellers continued their journey eastward over two hundred miles to St. Ann, which they reached in twelve days. Here they found rest and food under the hospitable roof of a Hudson Bay Company's establishment.

The Railway Question.—The Legislature met Jan. 10th, 1876. In opening the session the Lieutenant-Governor said, in referring to the railway question: "Several subjects of great importance required their earnest consideration, and foremost amongst them was the question of the construction of the Canadian Pacific Railway, which unfortunately since 1873 has been a fruitful source of anxiety and disappointment to the Province. Last session he was enabled to lay before them official information on this matter, of an assuring character, the Dominion having agreed to carry into effect the terms of union, according to certain conditions recommended by Lord Carnarvon. Now he had to inform them, with regret, that he had recently received a despatch from the Government on the subject, submitting certain proposals strongly at variance with the conditions mentioned. These proposals he had unhesitatingly declined, and had further protested against any violation of the settlement by the Dominion Government. The non-fulfilment by Canada of our railway agreement, has seriously crippled the pastoral and agricultural interests of our community; whose anticipations of prosperity, fairly entertained, have unfortunately not been realized."

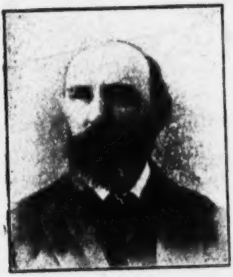
GEORGE A. WALKEM.

Resignation of the Government.—On the 28th of January the Walkem Government resigned in consequence of an adverse vote in reference to borrowing money from Canada, and thus exceeded the powers granted to them under the Act of last session. Mr. Andrew Charles Elliott, member for Victoria city, was called upon to form a new ministry. He accepted, and became Attorney-General and Provincial Secretary; Forbes George Vernon, accepted the office of Chief Commissioner of Lands and Works, and Thomas Basil Humphreys, that of Minister of Finance and Agriculture. They were duly elected, and returned, 30th March, 1876.



A. C. ELLIOTT.

The Mongolian Question.—During the session of 1876, the House resolved itself into a Committee of the Whole, for the purpose of considering the expediency of taking some steps towards preventing the country from being flooded with a Mongolian population, ruinous to the best interests of British Columbia, particularly her laboring classes. The chairman of the committee reported that in the opinion of the committee, it is expedient for the Government to take some steps (at as early a day as possible) to prevent this province being overrun with a Chinese population to the injury of the settled population of the country. In reply to a question, the Hon. Mr. Vernon stated that the amount expended on the public buildings from 1873 to 1875, inclusive, was $30,989.42. The House was prorogued, May 19th, his Honor stating that he had much pleasure in receiving a telegram from the Secretary of State for the Colonies, which led him to expect that at no distant day the railway matter would be satisfactorily settled. He also referred to the consolidation of the Public School Acts, and hoped the legislation in that respect would tend to spread the system of public education throughout the Province, and conduce to the welfare in after life of the youth then enjoying its benefits.


F. G. VERNON.

Lord Dufferin's Visit.—It was of the greatest importance that the bitter feeling which was growing amongst the people of the Province should be allayed. The expected visit of the Governor-General of the Dominion, who was known to be an able statesman and an accomplished diplomatist, was looked for with much interest, as he was likely to view the situation and circumstances from an independent standpoint. Lord Dufferin was accompanied by Marchioness Dufferin. They travelled from Ottawa across the continent by the Central Pacific Railway to San Francisco, thence by H.M.S. *Amethyst* to Victoria. They landed at Esquimalt on August 15th, and were received by Sir James Douglas and other leading citizens of Victoria.

Guests of Governor Richards.—As they were to be guests of Lieutenant-Governor Richards, at the Government House, the route of the procession had originally been designed to be up Fort Street, but as an arch had subsequently been erected by several private citizens on that street, with a motto, "Carnarvon Terms or Separation," placed conspicuously upon it, his Excellency considered that he could not, consistently with his position as Governor-General, pass

LIEUT.-GOV. RICHARDS.

under it, although he would have had no objection to do so as a private individual. A short *detour, via* Broughton and Douglas Streets, was rendered necessary, until Fort Street was re-entered.

DECLINED TO RECEIVE THE ADDRESS.—A deputation waited on his Excellency at the Government House, on August 21st, with an address referring to the unsatisfactory relations which existed between British Columbia and the Dominion, owing to the non-fulfilment of the terms of union, and stating amongst other things that it was the opinion of a large number of the people of the Province that separation from the Dominion would be the inevitable result, and compensation be demanded for the unfulfilled obligations which had been undertaken. His Excellency declined to receive the address, and stated his objections in writing: "that it is not in accordance with the usual practice for him to deal with addresses other than those of a personal or complimentary nature, except under the advice of his responsible ministers"—they should present their address by memorial or petition to the Crown in the usual manner. At the interview which was granted to the deputation, a long discussion took place, when it was understood that it was the intention of the Dominion Government to abandon the construction of the Island Railway; that the main line would be pushed on vigorously; that Lord Carnarvon was of opinion that the Province should be compensated for the loss of the proposed Island Railway and for past delays; and that a proposition would be made for new terms upon the basis of a money compensation.

POETRY ON THE SUBJECT.—The stand taken by the Governor-General, together with his rejection of the address just mentioned, greatly intensified the feeling against the Mackenzie Government. The premier had already been accused of breach of faith, insincerity and double-dealing. The *Standard*, the organ of the Separatist party, in describing the closing scenes of 1875, brings in an ode, the production of a local poet, dedicated without permission to the Executive of the Dominion, and especially to Alexander Mackenzie, by the author, James MacBraire Smith. A short quotation from the poem reads:

. . . —Broken Terms!
Must we now quietly fold our arms and stand
  As wretched pigmies—Lilliputian drones,—
And still remain a portion of a land
  Which claims the carcass and gives us the bones?
No! No! though blundering heads may rein
  And curb the steed of Railway Enterprise,

The time will come when men of mightier brain
Will fill the ranks and see the Phœnix rise . . .
Farewell! I speak it softly now;
Sleep on; Farewell! The pen shall never rust
That wrote REPUDIATION o'er thy dust.

MACKENZIE DEFENDED.—Lord Dufferin, in one of his addresses, said: "Who is answerable for your disappointment? I know you consider Mr. Mackenzie. I am not here to defend Mr. Mackenzie—his policy, his proceedings, or his utterances. I hope this will be clearly understood. It is asserted, and I imagine with truth, that Mr. Mackenzie and his political friends had always been opposed to many portions of Canada's bargain with British Columbia. It therefore came to be considered in this province that the new Government was an enemy to the Pacific Railway. But I believe this to have been, and to be a complete misapprehension. I believe that the Pacific Railway has no better friend than Mr. Mackenzie, and that he was only opposed to the time terms in the bargain, because he believed them impossible of accomplishment, and that a conscientious endeavor to fulfil them would unnecessarily and ruinously increase the financial expenditure of the country; and in both these opinions Mr. Mackenzie was undoubtedly in the right."

LORD DUFFERIN'S TOUR.—A tour was next made by Lord and Lady Dufferin to Nanaimo, where he visited the mines, going thence northward to Bute Inlet, Skeena River, Queen Charlotte Islands and Fort Simpson. He returned south to Burrard Inlet. On September 6th he went to Yale by the Fraser, and continued his journey to Kamloops. Returning to New Westminster he crossed the Straits of Georgia to Victoria. On the 19th of September he performed the ceremony of driving the first pile of the Esquimalt graving-dock, leaving Victoria on September 21st, *via* San Francisco, for Ottawa.

The day previous to his Excellency's departure from Victoria, a very large number of leading citizens called on him at the Government House. On that occasion Lord Dufferin made his celebrated speech, portions of which have been so often quoted, and which contained the following eloquent passages: "And now that I am back it may perhaps interest you to learn what are the impressions I derived during my journey. Well, I may frankly tell you that I think British Columbia a glorious province—a province which Canada should be proud to possess, and whose association with the Dominion she ought to regard as the crowning triumph of Federation. Such a spectacle as its coast line presents is not to be paralleled by any country in the world. Day after day for a whole week, in a vessel of nearly two thousand tons, we threaded an interminable labyrinth of watery lanes and reaches that wound endlessly in and out of a network of islands, promontories and peninsulas for thousands of miles, unruffled by the slightest swell from the adjoining ocean, and presenting at every turn an ever-shifting combination of rock, verdure, forest, glacier and snow-capped mountain of unrivalled grandeur and beauty. When it is remembered that this wonderful system of navigation, equally well adapted to the largest line of battle-ship and the frailest canoe, fringes the entire seaboard of your province and communicates at points sometimes more than a hundred miles from the coast, with a multitude of valleys stretching eastward into the interior, while at the same time it is furnished with innumerable harbors on either hand, one is lost in admiration at the facilities for inter-communication which are thus provided for the future inhabitants of this wonderful region."

LORD DUFFERIN.

In this speech, which was of about two hours' duration, his Excellency referred, in his able, pleasing and masterly manner, to the visit he had just made to the Province, and to the various points of difficulty and delays which had unavoidably taken place by the Dominion not complying with the terms of union.

Sir John A. again Premier.—By the general Dominion elections of 1878, Sir John A. Macdonald again came into power. The Mackenzie Government was defeated on the "protection policy." At that time there was a commercial depression in Canada as well as in other countries. It was believed by many who felt the pressure of "hard times" that it would be a benefit to the industries of the country if the tariff were raised on goods competing with the products or manufactures of Canada. The elections took place in September, with the result that Sir John A. Macdonald was again called on to become Prime Minister of Canada. He continued to occupy that position until his death, June 6th, 1891, which terminated the third Dominion ministry since Confederation.

CHAPTER IV.

SEVERAL CONTRACTS GIVEN OUT.

The Burrard Inlet Adopted.—Soon after Sir John A. Macdonald had regained the premiership, the Dominion Government decided to adopt Burrard Inlet route. On October 4, 1879, an Order-in-Council was passed to that effect, and the Chief Engineer, instructed to take immediate steps to place under contract 125 miles of the most difficult portion of the line, namely, from near Yale to Savona's Ferry. A contract (No. 60) to build twenty-nine miles, from Emory's Bar to Boston Bar, was let to Andrew Onderdonk, December 23, 1879, to be completed, December 31, 1883—amount $2,727,300; (No. 61) from Boston Bar to Lytton, twenty-nine miles, February 10, 1880, to be completed, June 30, 1884—amount $2,573,640; (No. 62) from Lytton to Junction Flat, Andrew Onderdonk, December 23, 1879, to be completed December 31, 1884—amount $2,056,950; (No. 63) Junction Flat to Savona's Ferry, Andrew Onderdonk, December 15, 1879, to be completed June 30, 1885—amount $1,746,150.

A New Syndicate.—It was announced in June, 1880, by Sir John A. Macdonald that a syndicate had been formed by whom the Canadian Pacific Railway would be completed; they were John S. Kennedy, of New York; Richard B. Angus and James J. Hill, of St. Paul; Morton, Rose & Co., of London; and John Reinach & Co., of Paris. The syndicate agreed to complete the road by May 1, 1891, on the uniform line of gauge (4 ft. 8½ in.). The Dominion agreed to complete the portion of the western section between Yale and Kamloops, by the end of June, 1885, and between Yale and Port Moody, by June 1, 1891.

Terms of Construction.—On the completion of the sections proposed to be built by the Government, the whole road became the property of the syndicate. They were also to receive a subsidy of twenty-five million dollars, and a grant of twenty-five million acres of land; the *pro rata* of cash and land to be paid and transferred to the syndicate as soon as any portion of the road, not less than twenty miles in length, had been built by them; all material required for use in the construction of railway buildings and telegraph line in connection with the road, to be admitted duty free. Railway land was to remain free of taxation for twenty years, and railway equipments were to remain forever free of taxes. In the Dominion House of Commons, on the railway agreements, a warm discussion took place. They were, however, ratified by a very large majority—the vote was 140 to 45.

ENORMOUS COST.—The first sod was turned early in 1880. The work afterwards was carried on along the line with vigor. The difficulties of construction were very great; the average cost per mile between Emory and Boston bars was $80,000, and of some miles nearly $200,000. For almost the entire distance between Yale and Lytton the Fraser had cut its way through the Cascade Range, plunging in foaming cataracts through deep lateral gorges, flanked in places by spurs of perpendicular rock. Along nineteen miles of the route thirteen tunnels were bored—one series of four being within a mile of Yale, and another of six occuring some 2,500 yards farther in the direction of Boston Bar.

BRIDGE ACROSS THE FRASER.—The roadway in many places had to be hewn out of the rock, the crevices being filled with masonry, and the ravines and rivers spanned by truss and trestle bridges. Across the Fraser, a little below Lytton, a three-spanned iron and steel truss bridge was constructed; its length, 530 feet; central span, 315 feet, resting on piers of solid masonry, ninety-six feet high. Six thousand tons of iron and steel were required to complete the bridge. The total cost of the structure was $280,000. The road-bed throughout the entire section was carefully built; the cuttings and tunnels being twenty-two feet, the embankments seventeen feet in width, and the track laid with sixty-pound steel rails and heavily ballasted.

SEVEN THOUSAND MEN EMPLOYED.—To perform this gigantic task, says a writer, an army of laborers and mechanics were employed, mustering at times more than seven thousand men, and with the aid of the best modern machinery. They were fairly paid, and humanely treated; and it is worthy of note that although some of the work was of an extremely hazardous nature, men being often lowered hundreds of feet down almost perpendicular rock, in order to blast a foothold on the mountain-side, only thirty-two fatal accidents occurred between April, 1880, and November, 1882, though the average number employed during that period exceeded four thousand. Supplies were forwarded on pack-animals over trails never before deemed practicable except by Indians, and by them only with the aid of ladders.

A Daring Feat.—Building materials were landed at enormous cost, the toll of $10 per ton on all freight passing over the Yale and Cariboo road being strictly enforced. As the work advanced transportation became more costly, until it was resolved to attempt the passage of the Fraser canyon to the navigable water above, in order to supply the more distant camps, the steamer *Skuzzy* having been built for the purpose. But who could be found daring enough to steer this craft through the swift-running river and the frightful canyon, where the pent waters rushed down in foaming fury. One captain after another, looking at the tiny craft and at the "Scylla and Charybdis" beyond, declared the feat impossible. At length two brothers, Smith by name, consented to undertake the task. With a steam-winch and capstan, and several large hawsers, they set forth on their voyage, with a crew of seventeen men, the steamer being in charge of a skilled engineer, J. W. Burse. The severest struggle was at a point called China Riffle, where the power of the engines and steam-winch, with fifteen men at the capstan, and of 150 Chinamen laying hold of one of the ropes, barely sufficed to pull the vessel over the shoals. Overcoming the difficulty and passing through Hell Gate and Black Canyon, where the stream runs at some twenty miles an hour, the *Skuzzy* was able to convey her first load of freight from Boston Bar.

The Excavations.—Between the sea-coast and Savona's ferry, apart from tunnels, nearly eleven million cubic yards of earth and rock were removed by pick, powder and nitro-glycerine. At Yale were construction and repair shops, supplied with all the machinery required for the building of cars, repairing engines, and for general work; and on the line between Emory and Yale were complete works for the manufacture of explosives—giant powder, cartridges, etc. Railway construction was pressed on with alacrity.

Esquimalt and Nanaimo Railway.—The terminus question was settled in 1883, by an agreement which was made between the Provincial Government and a party of capitalists to construct the Esquimalt and Nanaimo railway and telegraph line—the capital stock of the proposed company to be three million dollars. An Act of the British Columbia Government was passed, December 19, 1883, ratifying the agreement and specifying that the company should receive $750,000 from the Dominion Government, together with a certain tract of land within a described limit from the Provincial Government, amounting to two hundred thousand acres, being on the east side of Vancouver Island, and bounded by a straight line drawn from the head of Saanich Inlet to Muir Creek on the Straits of Fuca; thence northerly to Crown Mountain; thence easterly to Seymour Narrows; thence following the east coast of Vancouver Island, south-easterly to the point of commencement.

OUT OF THE TRACT MENTIONED were excepted all lands alienated prior to the date of the passing of the said Act, either by Crown grant, or pre-emption, or held under lease, agreement for sale, Indian reserves or settlements, or for naval or military purposes, also the lands lying to the northward of a line running east and west half-way between the mouth of the Courtenay River (Comox district) and Seymour Narrows. The land so granted to the company, however, included, according to the Act, "All coal, coal oil, ores, stones, clay, marble, slate, mines, minerals and substances whatsoever thereupon, therein and thereunder." [It has been recently decided that silver and gold are excepted to the Crown, for the Provincial Government.—ED.]

WHEN IT SHOULD BE COMPLETED.—The company was required to commence work forthwith, and to complete and equip the railway on or before June 10, 1887. In default of such completion as specified, as time was an essence of the contract, the contractors were to forfeit the subsidy ($750,000), the land grant, and the amount ($250,000) to be deposited as security with the Receiver-General. The road, with its equipments, was to be exempt from taxation for ten years after completion, and all the materials used in its construction were to be admitted free of duty. The road was to be of the same gauge as the Canadian Pacific Railway.

THE RAILWAY BELT.—Provision was made by an Act passed 8th May, 1880, for a grant of land, not to exceed twenty miles on each side of that portion of the Canadian Pacific Railway to be constructed from the Pacific to the boundary line of British Columbia, at the summit of the Rocky Mountains, similar to the extent of land granted by the Dominion Government from the public lands of the North-West Territories, and in accordance with section 11 of the terms of union. The said Act was amended by the Act of December 19th, 1883, already referred to, by making an additional grant to the Dominion Government of "three and a half million acres of land in that portion of the Peace River district of British Columbia lying east of the Rocky Mountains and adjoining the North-West Territory of Canada, to be located by the Dominion in one rectangular block."

In Full of all Claims.—This additional grant was made as an equivalent to the Dominion Government, in lieu of such lands as were alienated by Crown grant, pre-emption or otherwise, within the Canadian Pacific Railway line belt, in British Columbia, prior to the passing of the Act of December 19th, 1883; and was "to be taken by the Province in full of all claims up to this, the latter date aforementioned, by the Province against the Dominion, in respect of delays in the commencement and construction of the Canadian Pacific Railway, and in respect to the non-construction of the Esquimalt and Nanaimo Railway, and shall be taken by the Dominion Government in satisfaction of all claims for additional lands under the terms of union." The exact location of the Peace River district land grant referred to has not as yet (1894) been defined by the respective governments, neither has the boundary line been located.

Conditions of Dry Dock.—The Act just quoted, passed December 19th, 1883, made provision that on the completion of the dry dock at Esquimalt, the Government of Canada should take it over from the Provincial Government and operate it as a Dominion work; that the Dominion Government should be entitled to, and have conveyed to them all the lands, approaches and plant belonging thereto, together with the Imperial appropriation therefor, and should pay to the Province as the price thereof the sum of $250,000, and should further pay to the Province whatever amounts shall have been expended by the Provincial Government, or which remain due, up to the time of the passing of the said Act, for work or material supplied by the Government of British Columbia since June 27th, 1882.

Transferred to the Dominion.—Those conditions were complied with, and the spacious harbor of Esquimalt now possesses one of the best and most substantial dry docks on the Pacific coast; it is also the naval station of the British fleet on the Pacific. The harbor is about three miles long by two miles wide, and has an average depth of about eight fathoms, with excellent holding ground for anchorage, being a tenacious clay. The dry dock, which was nearly three years in construction, is built of sandstone embedded in cement, is 457 feet long, fifty-seven wide, and twenty-seven deep. The machinery connected with the water gates, valves and pumping apparatus, is of the latest and most perfect types of mechanical and engineering skill, and in charge of a most competent officer, Captain Devereaux. Impregnable fortifications are in course of construction (1894) at the mouth of the harbor. At the meteorological station, observations are taken every four hours, and telegraphed to Toronto, and repeated to Washington. In accordance with an Act passed in April, 1889, a tramway has been built between Esquimalt and Victoria, on which electric cars run, connecting with the most distant portions of the city of Victoria and principal suburbs.

CHAPTER V.

UNION OF THE EAST AND WEST.

Transfer to the Canadian Pacific Railway.—When the contracts on the Pacific Railway were under way, Sir John Macdonald's Government decided to transfer the work to the syndicate which had been formed. About eight hundred miles of the heaviest and most difficult sections of the line had been included in those contracts, to the east as well as in the west. As soon as the transfer was made the work was carried on with extraordinary energy. In 1884, Mr. W. C. Van Horne, who was then General Manager and Vice-President of the Company, made a visit of inspection of the works in progress in British Columbia. He came to Victoria by way of San Francisco, and was accompanied by Mr. S. B. Reed, C.E. Mr. Sandford Fleming, referring to the visit, says:

SIR WILLIAM VAN HORNE.

Route of the General Manager.—"On August 9th, they left Victoria for New Westminster and Burrard Inlet, and proceeded up the valley of the Fraser to Kamloops; on the 11th they took their departure for Shuswap Lake and the mountains. On the 15th they entered the Eagle Pass and reached the Columbia; having crossed that river they passed over the Selkirks by the valley of the Illecelle-waet and Beaver. Again reaching the Columbia at its eastern crossing they ascended that river to Kicking Horse River, the valley of which they followed to the summit. Between the Eagle Pass and Kicking Horse River the journey was made partly on horseback and partly on foot; much of it was exceedingly tedious and fatiguing. On the 21st they reached the end of the track, which had then been laid to the summit in the Rocky Mountains, and by train they travelled to Winnipeg. The railway journey was continued by St. Paul to Montreal, and the travellers arrived at that city on August 29th, twenty days after leaving Victoria."

Lord Lorne, Governor-General of Canada, with H.R.H. the Princess Louise, visited British Columbia in 1882. The Marquis and her Royal Highness travelled by way of Niagara and Chicago to San Francisco, arriving there on September 13th. Thence they embarked on H.M.S. *Comus* for Victoria, where they landed on the 20th. They were received with great enthusiasm, and remained for about a week in the city. A brilliant drawing-room reception was given by his Excellency and the Princess Louise on the 25th of September On the 27th they opened the Agricultural Fair, and on the 29th, proceeded to New Westminster, where they received a hearty and loyal reception. The Princess returned to Victoria, whilst Lord Lorne went north to visit the Cariboo gold regions. After his return to Victoria, he visited the coal mines of Nanaimo and Wellington, receiving a grand reception at Nanaimo, on the 21st of October. Before his departure from Victoria a civic banquet was given his Excellency (October 27) at the city hall. On that occasion he said :

THE MARQUIS OF LORNE

THE PRINCESS LOUISE

"WHEREVER THERE IS OPEN LAND the wheat crops rival the best grown elsewhere, while there is nowhere any dearth of ample provision of fuel and lumber for the winter. As you get your colonization roads pushed, you will have a larger available acreage, for there are quiet straths and valleys hidden away among the rich forests which would provide comfortable farms. As in the North West last year, so this year I have taken down the evidence of settlers, and this has been wonderfully favorable. To say the truth, I was rather hunting for grumblers, and found only one. There is no reason why British Columbia should not be for this portion of our territory, what California is to the States, in the supply afforded of fruits. The perfection attained by small fruits, is unrivalled, and it is only with the peninsula of Ontario that you would have to compete for the supply of grapes, peaches, pears, cherries, plums, apricots and currants.

"The most richly endowed with gifts of material advantages, of all provinces, British Columbia excels them all in beauty. In the magnificence of her rugged mountains, the charm of her land-locked waters, the lonely grandeur of her forests, and the quiet beauty of her prairies, she possesses a wonderful variety, a combination of scenic beauty. Whether a traveller approaches from the east after crossing the apparently illimitable prairies, or from the west at the conclusion of an an ocean voyage, he is filled with a sense of relief, mingled with curiosity and pleased expectancy. The features that may be found almost beautiful must depend on the temperament of each spectator, but it happens that nature has so arranged the forms and attributes of this country, that whether coming from the east or west the traveller finds a striking contrast to that which he is leaving behind him, and as contrast is a primary condition of excellence in that which is to delight the eye, his æsthetic sense is sure of gratification."

MET SIR CHARLES TUPPER AND PARTY.—The Marquis of Lansdowne, Governor-General in 1885, travelled by the Canadian Pacific Railway from Ottawa to the Pacific, with only a short interruption in the Selkirk Mountains. After reaching Dunmore, the point of junction of the coal railway, his Excellency proceeded to the mines at Lethbridge. From Lethbridge he travelled on horseback to Fort McLeod, and thence to Calgary, where he rejoined the main line of railway. From Calgary, Lord Lansdowne passed by train to the end of the track, then at a point in the Selkirks, eighteen miles east of the second crossing of the Columbia. At this point commenced a gap of forty-seven miles. Two days were taken to ride over that section, on the last stage of which he met the party of Sir Charles Tupper travelling eastward, September 4th. Sir Charles had come by the Northern Pacific Railway to Portland, Oregon, and thence to Victoria. In his party was Mr. Collingwood Schreiber, Chief Engineer of Dominion Railways.

On to Port Moody and Victoria.—When the railway track from the west was reached, the Governor-General and his party took the train and followed it to the then terminus, Port Moody, on Burrard Inlet. Crossing the Straits of Georgia to Victoria, on October 6th, he was received with every mark of respect, and in his address at the banquet given him, he remarked that, until the present occasion, no other Governor-General had been able to make the journey entirely through Canadian territory. Remaining some few days at Victoria, the party visited the coal mines at Nanaimo; they left on the 14th for New Westminster. The following day they took the train at Port Hammond, and remained over a short time at Yale, Lytton, and other principal points. The party reached the end of the track on the morning of the 17th. Here they resumed the saddle, but in the interval of the thirteen days since they passed westward, the gap had been reduced to twenty-eight miles; this distance was accomplished in one day. The train took the party to Winnipeg, where his Excellency was received by the authorities, and entertained at a banquet. In the speech made by him, he gave a narrative of what he had seen, and spoke of the bright future, which he confidently anticipated. He reached Ottawa by way of Chicago, on October 26th, having made the double journey in little more than a month. Lord Lansdowne's trip was the first occasion on which the new railway route had been followed in both directions across the mountains, on the same overland journey.

MARQUIS OF LANSDOWNE.

Party of Directors.—Another party was formed in Montreal to perform the crowning event of the great trans-continental railway, namely, to connect the eastern with the western, and thus form one continuous line from ocean to ocean. Four directors of the Pacific Railway Company were of the party, viz., Donald A. Smith, Sandford Fleming, W. C. Van Horne, and G. R. Harris. They left Montreal, October 27th, with the regular Winnipeg evening train, in the special private car, the "Saskatchewan." The destination was Port Moody, as the city of Vancouver had then no existence. The train after a delay of two days at Winnipeg, left that city, November 2nd, 1885. The train beyond Calgary became "special;" it reached the western crossing of the Columbia in fifty-six hours after leaving Winnipeg. The gap, however, was not closed; the work having been retarded by incessant rains, so the train could not proceed farther; the party, therefore, was obliged to wait over for a short time.

Early on the morning of the 7th, says Mr. Fleming in describing the circumstances, the junction was verging to completion, and at nine o'clock the last rail was laid in its place. All that remained to finish the work was to drive home one spike. By common consent, the duty of performing the task was assigned to one of the four directors present—the senior in years and influence, whose high character placed him in prominence—Donald Alexander Smith (afterwards Sir Donald). No one could on such an occasion more worthily represent the Company, or more appropriately give the finishing blows, which, in a material sense, were to complete the gigantic undertaking. Sir Donald Smith braced himself to the task, and he wielded the, by no means light, spike-hammer with as good a will as the professional track-layer.

THE CEREMONY OF DRIVING THE LAST SPIKE.
1. Donald A. Smith (now Sir Donald). 2. Sandford Fleming. 3. William C. Van Horne (now Sir William), etc.

THE WORK WAS CARRIED on in silence. Nothing was heard but the reverberations of the blows struck by him. It was no ordinary occasion; the scene was in every respect noteworthy, from the groups which composed it and the circumstances which had brought together so many human beings in this spot in the heart of the mountains, until recently an untracked solitude. Most of the engineers, with hundreds of workmen of all nationalities who had been engaged in the mountains, were present.

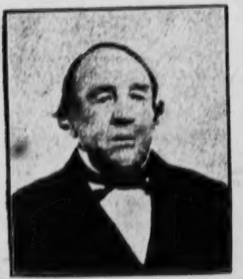
EVERYONE appeared to be deeply impressed by what was taking place. The central figure in the group was something more than the representative of the Railway Company which had achieved the triumph he was consummating. His presence recalled memories of the Mackenzies and Mactavishes, the Stuarts and MacGillivrays, the Frasers, Finlaysons, McLeods, McLoughlins, and their contemporaries who first penetrated the surrounding territory. From his youth he had been connected with the Company, which had for so long carried on its operations successfully from Labrador to the Pacific, and from California to Alaska. To-day he was the chief representative of that vast organization which, before the close of the last century, had sent out pioneers to map out and occupy the unknown wilderness, and which as a trading association is in the third century of its existence.

ALL PRESENT were more or less affected by a formality which was the crowning effort of years of labor, intermingled with doubts and fears, and of oft-renewed energy to overcome what at times appeared unsurmountable obstacles. Moreover, was it not the triumphal termination of numberless failures—the successful solution of the frequently repeated attempts of the British people, ever since America has been discovered, to find a new route to Asia? The blows on the spike were repeated until it was driven home. The silence continued unbroken. Each one appeared absorbed in his own reflections. The abstraction of mind, or silent emotion, or whatever it might be, was, however, of short duration. Suddenly a cheer spontaneously burst forth, and it was no ordinary cheer. The subdued enthusiasm, the pent-up feelings of men familiar with hard work, now found vent. Cheer upon cheer followed as if it was difficult to satisfy the spirit which had been aroused. Such a scene is conceivable on the field of a hard fought battle at the moment when victory is assured.

CONGRATULATIONS were passed around. Mr. Van Horne on being requested to make some remarks, merely replied: "All I have got to say is, that all has been well done in every way." Within a few minutes the conductor shouted, "All aboard for the Pacific," and the train proceeded, reaching Port Moody the following morning, November 8th. The "north-west passage," which had been sought for in vain by heroic navigators from the time of Cabot in the fifteenth century, to Franklin in the nineteenth, had now been found, if not by water, by the trans-continental railway just completed through British territory. The members of the party who made the first through overland trip went to Victoria, where they remained a few days. Returning, they reached Winnipeg on the 15th, and after a short delay there continued the journey to Montreal.

CHAPTER VI.

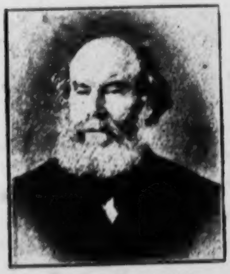
NEW MANAGEMENT OF HUDSON BAY COMPANY.



HON. JOHN WORK.

Members of First Board.—For a number of years after the retirement of Sir James Douglas from the service of the Hudson Bay Company in 1859, the business in the western department was conducted by a Board of Management, consisting of two or three chief officers of the Company residing in the country. Mr. Dallas, one of the Company's directors, who had come out from London in 1857, and who for many years previously had been engaged extensively in America, in China and the East, was president of the first of those Boards of Management. Its other members were Hon. John Work and Chief Factor Dugald Mactavish. After the death of Mr. Work in 1861, Mr. Dallas left Victoria, having been appointed governor of the Company's territories in Rupert's Land, east of the Rocky Mountains. He visited London, and assumed the Company's governorship in 1862, at Fort Garry, where he remained until 1865. He returned to London, and filled the position of advisory director of the Company for several years. When residing in Victoria, he married a daughter of Sir James Douglas. Mr. Dallas died in London, January, 1882, where Mrs. Dallas and family yet reside. He was a native of Inverness, Scotland. (See portrait, page 248.)

The next succeeding Board of Management consisted of Chief Factor Dugald Mactavish, Dr. Wm. Fraser Tolmie and Roderick Finlayson. (See portrait, page 143.) Mr. Mactavish entered the Company's service in 1833, passing the first winter at Moose Factory; thence he went to Lake Superior, where he spent another year; thence to Lachine, where he remained to 1838, when he was transferred to the Columbia district, crossing the Rocky Mountains by the Boat Encampment route for Fort Vancouver, where he acted as accountant for several years, making two or three voyages during that period to and from York Factory, with the annual accounts of the Columbia district, which in those days had to be incorporated with those of Rupert's Land. In the year 1845, he was sent to San Francisco, to look after the business in consequence of the death of Chief Trader W. G. Rae, the Company's agent there, and returning in 1846, he received his promotion to the rank of chief trader, and was transferred to Honolulu, where he represented the Company until 1852. In that year he went to England on furlough, receiving his promotion to the rank of chief factor, and in 1853 was re-appointed to Fort Vancouver, to assist Chief Factor Ogden, whose health was failing. Mr. Ogden was sent from Fort Vancouver, April, 1831, to establish a fort on Naas River. The party consisted of forty-one men, described in the Hudson Bay Company's journal as being composed of three gentlemen, twenty-six Canadians and twelve Islanders (Kanakas from Honolulu). Mr. Ogden found the Indians friendly. On the death of Mr. Ogden in 1854, Mr. Mactavish held charge of the Department of Columbia until the discovery of gold on the Fraser River in 1858, when he was directed by Sir George Simpson to repair to Victoria to assist Governor Douglas and Chief Factor Work in the management. Finally he succeeded them as the chief representative of the Company at Victoria.



DR. WM. FRASER TOLMIE.

He was sent to Washington in 1862 to observe the proceedings of the Commission sitting there to decide the claims of the Company in Oregon, under the treaty of 1846; the settlement of those claims requiring the presence of a man thoroughly acquainted with the business, and who besides possessed the capacity of representing it properly, which Mactavish did, as he was a man of great intelligence, plain and unpretentious in manner, and possessed of sound common sense.

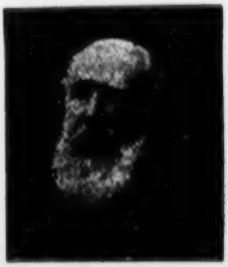
Immediately after the termination of the labors of the Commission, Mr. Mactavish left for London, but had scarcely been a month there when he was recalled to take the place of chief factor Mr. Donald A. Smith, in Montreal, who had been despatched by the Canadian Government to Red River, Fort Garry (now Winnipeg), in the winter of 1869-70, to act as Commissioner in the investigation of the troubles which had arisen there in connection with the transfer of the North-West Territories to Canada. Mr. Mactavish filled the chief factorship until his death, which took place suddenly from heart disease, in Montreal, May 24th, 1871.

DUGALD MACTAVISH.

About the year 1870, Chief Factor James A. Grahame was associated with Messrs. Tolmie and Finlayson in the western department, and in 1872, became principal manager. Mr. Grahame joined the Company's service in 1843 as an apprentice clerk, on an engagement for five years, at a progressive salary of £20, £30, £40 and £50 per annum. He was born in Edinburgh, Scotland, December, 1825, and educated at Edinburgh Academy. He sailed from Gravesend for Hudson Bay, June 8th, 1843, landed at York Factory, August 9th, left that place 25th *idem*, and after a short stay at Norway House, reached Fort Garry some time in October.

Commencing work, he continued in Fort Garry until after the the annual council (1844) had been held there by Sir George Simpson, when he was appointed to serve in the Columbia district. On June 17th, he proceeded *en route* by way of York Factory, and joined the Fort Vancouver brigade, July 15th, for Columbia River, *via* Norway House, Lake Winnipeg and Saskatchewan River, to Edmonton House, which was reached September 8th, thence crossed on horseback to Fort Assiniboine on the Athabaska River, a distance of ninety miles; thence up that river side to Jasper House, crossed another portage of seventy-five miles to the Boat Encampment on the Columbia River, where boats were in readiness for the party, which passed Forts Colville, Okanagan, and Walla Walla to Fort Vancouver, which latter place was reached October 31st (1844).

For the first few years Mr. Grahame was engaged in the supply store. In 1854 he was raised to the position of accountant, and in 1859 received the commission of chief trader, with charge of Fort Vancouver and instructions from the head office in London to hand over to the United States authorities the old station near the mouth of the Columbia River formerly named Astoria, and afterwards Fort George, by the North-West Company, before their coalition with the Hudson Bay Company. The order was issued in compliance with the treaty of 1818, between Great Britain and the United States. Under further instructions in 1860, Mr. Grahame vacated Fort Vancouver, removing everything of value to Victoria.



ALEX. GRAHAME.

Mr. Grahame received his commission as chief factor in 1861; After a visit to his native country and Europe, he returned to the northern district, and until 1867 was in charge at Norway House, where the recruits for the Company's service were gathered to replace retiring men. After attending the annual meeting of the Northern Council at Fort Garry, Mr. Grahame had instructions to proceed to London, where he remained a short time, and returned to Victoria, *via* New York and San Francisco. He next proceeded to the interior as far as Stuart's Lake, or Fort St. James, to superintend the stations in the gold-mining districts.

A despatch from the head office, April, 1869, summoned Mr. Grahame again to London. He went by San Francisco and the newly opened Central Pacific Railway, making the journey from Victoria to London in nineteen and a half days, being the quickest passage on record up to that date. Mr. Grahame returned to Victoria in May, 1870, to assume charge of that station and the western department generally. He was, in 1874, appointed Chief Commissioner of the Company, and removed to headquarters at Winnipeg, then better known as Fort Garry.

During the period of his management as Chief Commissioner, the building of railways, the influx of immigrants, and the imposition of the Canadian tariff of customs, made a revolution in the Company's trade. Respecting the customs, in some cases duty had to be paid on goods at Winnipeg which were destined for the Mackenzie River trade, and which required about seven years before returns could be received in trade for furs bartered and placed in the London market. Mr. Grahame severed his connection with the Company in 1884, and settled down in Victoria, where he now lives (1894) with his family.

Following Mr. Grahame, the charge of the western department, as regarded its trade, devolved on Mr. Wm. Charles; and as regarded the Company's lands, on Mr. Alexander Munro, the Department Accountant. In 1885, Chief Factor Charles retired, and Mr. Thomas R. Smith was sent out from London to take his place, with the title of Assistant Commissioner, which he retained until 1891. Mr. Munro retired in 1890, being then the last or only chief factor stationed in British Columbia, and also senior chief factor in the Company's service. Mr. Munro is a native of Ross-shire, Scotland, and was brought up within a few miles of the residence of the great explorer, Sir Alexander Mackenzie, and therefore had an opportunity of knowing something of Sir Alexander's family. He still resides in Victoria and enjoys excellent health. Two of his sons-in-law were returned members of the Legislative Assembly of British Columbia at the general election of 1894, viz., R. P. Rithet, Victoria city, and Capt. John Irving, Cassiar electoral district. Mr. Rithet received the largest number of votes recorded in Victoria for either of the four members returned for the city; and Captain Irving represents the largest electoral district in British Columbia. (See page 449.)

In recent years, as a result partly of the opening up of the country through railway communication, the western department affairs have been largely concentrated in the hands of the Chief Commissioner at Winnipeg, and its management placed more directly under his control, the railway enabling him to make frequent personal visits across the continent, which was previously slow and difficult. Since 1891, the principal manager of the western department, under the Commissioner (now Mr. C. C. Chipman) has been Chief Trader Robt. H. Hall, of Victoria, who also represented Cassiar district in the sixth parliament of British Columbia, dissolved June 2nd, 1894.

CHAPTER VII.

RAILWAY SURVEYS AND CONSTRUCTION.

The New Route of Travel.—After the opening of the Canadian Pacific Railway there was no necessity for following the old slow and toilsome route and mode of travel across the Rocky Mountain passes. Reference has been made to various expeditions, both east and west, prior to Confederation. Since that time but comparatively few have to be noticed. Amongst them, however, worthy of record were those in connection with the Geological Survey, extending from 1871 to 1879. The chief director, Dr. Selwyn, frequently, in making observations in British Columbia, crossed and recrossed the Rocky Mountains. In 1871, having reached Victoria, by way of Chicago and San Francisco, he left in July for the mainland. He followed the valley of the Fraser to Lytton; passed on to Kamloops, and by the North Thompson and Albreda travelled to Tête-Jaune-Cache. He reached Yellow-head Pass on October 21st. Returning by the same route, he arrived at Victoria on November 29th, and at Montreal on December 26th.

Geological Examinations.—For the four years, 1871 to 1874, Mr. Richardson was engaged in the geological examination of Vancouver Island. In 1875, Dr. Selwyn made an extended exploration of the northern part of the country. He followed the trail to Fort Fraser on Stuart Lake; thence he proceeded across to Fort McLeod, near the source of Peace River. On July 3rd he left Fort McLeod and descended Peace River. On July 11th, after passing the mouth of Finlay River, Dr. Selwyn ascended a mountain 4,590 feet above his camp, and 6,220 feet above sea level. He passed up Pine River, following the stream as far as his canoe would float. He returned to Fort St. John and descended Peace River to Dunvegan; proceeding down stream to the forks, he ascended and partially explored Smoky River. This was the limit of Dr. Selwyn's expedition. He returned by the route he had followed. Details were published in Geological Report of 1875-76. Professor Macoun, who accompanied Dr. Selwyn, continued the exploration from the mouth of Smoky River to Lake Athabasca. The result of his botanical investigations is given in "Geological and Geographical Notes for the year 1875."

GOLD SEEKERS IN 1862.—Notwithstanding the great distance to be travelled and the difficulties of the journey, the desire to obtain gold, and the news of rich discoveries in the Cariboo district, induced a continuation of the rush to the "diggings." Large numbers went by Panama, others came overland. In 1862, a company collected in Ontario numbering 193 men. They hailed from Queenston and Huron in the west of Canada to Montreal and Huntington in the east; a few came from Ogdensburg. They left their homes in April, and congregated at St. Paul, Minnesota. From St. Paul they proceeded by stages to Red River, which they descended by steamer to Fort Garry, where they completed their organization for the journey.

NINETY RED RIVER CARTS.—Their number, says Mr. Sandford Fleming in describing the journey, was increased at Fort Garry to two hundred, by the addition of seven persons from the Red River Settlement, among whom were Mr. and Mrs. Schubert and three small children. The expedition left Fort Garry, June 2nd; it formed a train consisting of about ninety Red River carts, each drawn by an ox. There were also about fifty saddle-horses with the party. The journey across the plains was necessarily slow, and they came in sight of Fort Edmonton on July 21st, having accomplished some nine hundred miles of their journey from Fort Garry without any serious hardships having been encountered.

YELLOW-HEAD PASS.—At Fort Edmonton they exchanged the carts for pack saddles, and left for the mountains on July 29th. Their route was by the ordinary trail, imperfectly defined, through forest and swamp, to Jasper House, and thence up the valleys of the Athabasca and Myette to the Yellow-head Pass, where the River Fraser takes its rise; following which they reached Tête-Jaune-Cache on August 28th. Here those constituting the party were unable to decide as to the route they should follow. It was finally agreed to divide into two parties, each division to act independently of the other, and follow the direction it might select. Both of them left Tête-Jaune-Cache on the same day, September 2nd. The larger number made rafts by which they descended the Fraser, which at this point flows north-westerly. Those who trusted to the river had many mishaps and underwent suffering, but they arrived at the mouth of the Quesnelle on September 11th. They lost three men by drowning

—Robertson, Carpenter and Leader; another died, a young Englishman named Patterson, who succumbed to exposure and was buried at Fort George.

AN UNFORTUNATE TRIP.—The second division of the party, about sixty in number, endeavored to cross the mountains in a westerly direction to Cariboo, but they were deterred by the immense labor experienced in forcing a passage across the mountains and the difficulty of penetrating through the heavy timber in the valleys. They turned in a southerly direction and succeeded in reaching the North Thompson. They here constructed large rafts to descend the stream. They killed some of their horses and "jagged" the meat, cutting it in strips and drying it. The remainder of the horses, about forty or fifty, they abandoned, and putting all their effects on the rafts, they proceeded to descend the swift current of the river. As they approached what is called the Grand Rapid, at the head of the fifteen-mile canyon of the Thompson, the leading raft was engulfed in the torrent before those navigating it were aware of the danger, and two men were drawn into the rapids and drowned. The rafts which followed avoided the fate of that before them; by great effort those on board reached the shore in safety, and, with labor and difficulty, forced their way up the precipitous banks. They managed to clamber along the cliffs to the lower end of the canyon, where they formed a second set of rafts, and proceeded to shoot the lower rapids; they arrived eventually in great distress at Kamloops on October 11th. On the following morning Mrs. Schubert, who accompanied this branch of the expedition, gave birth to a daughter. The two men drowned in the Thompson were William Strachan, of London, Ontario, and Frank Penwarden, of St. Thomas.

THE SURVIVORS.—Of the two hundred who left Fort Garry in 1862, the survivors now resident in British Columbia (1889), as far as known, are J. A. Mara, Mr. and Mrs. Schubert, A. McNaughton, John Bowron, W. Fletcher, D. Simpson, Robert Heron, R. B. McMicking, W. H. Thompson, W. McKenzie, W. Halpenny, George C. Turnstall, D. McQuarrie, R. H. Alexander, Captain Redgrave, Alex. L. Fortune, Henry Geyden, A. McConnell, J. B. McQueen, W. Fortune, and T. Fannin, curator of the Provincial Museum at Victoria. The four last named, with Mr. and Mrs. Schubert, came down by the Thompson.

THE PUBLIC MUSEUM.—Mr. Fannin remains in charge of the museum, which contains a large and most interesting collection of birds, minerals, fossils and Indian curios and totems. The natural history branch comprises the musk ox, the white goat, the mountain sheep, the reindeer, wapiti, the grizzly bear, etc. A large collection of relics and curios, collected by Captain N. H. Chittenden, and exhibited by him at London, Antwerp, Chicago, and lately at San Francisco, has been presented by the captain to the museum. It represents the labor of many years spent in explorations along the Pacific coast, from Alaska to Mexico.

CAPTAIN PALLISER'S REPORT ADVERSE.—Under instructions from the Imperial Government, Captain Palliser, between the years 1857 and 1860, made extensive explorations across the continent from Lake Superior to the Okanagan Lakes. In 1859, he made a journey from Edmonton by the foot-hills of the Rocky Mountains to the Kootenay Pass, to Kootenay River, following that route to Fort Shepherd and Fort Colville. The captain was accompanied by several scientific men, among whom may be named Dr. Hunter and Lieutenant Blakiston, Mr. John W. Sullivan and Mr. Bourgeau. His report to the Imperial Government was adverse to the construction of a railway across the continent, "as there would be no immediate advantage commensurate with the required sacrifice of capital," and stated that the knowledge of the country which he possessed, would never lead him to advocate a line of communication from Canada across the continent to the Pacific exclusively through British territory. The construction of the Canadian Pacific Railway has proved that a line through British territory could be built.

Dr. G. M. Dawson commenced his labors in British Columbia in 1875, by making examinations east of the lower portion of Fraser River. (See portrait, page 133.) The following year he made explorations in the basin of the Blackwater, Salmon, Nechaco Rivers and Francois Lake. The same year Mr. Richardson continued the examination of the Nanaimo and Comox coal fields. In 1877, Dr. Dawson devoted his attention to an extended geological survey of southern British Columbia, and the following season to an examination of Queen Charlotte Island. In 1879, he accompanied Messrs. Cambie, McLeod and Gordon from Port Simpson, on the Pacific coast, through northern British Columbia, and the Peace River country to Edmonton, thence to Ottawa. The reports of the geological staff, published annually, set forth the results of the various explorations. They contain a vast amount of information and interesting details.

The Geological Reports referring to British Columbia, by Dr. Dawson are most valuable. He has in them thrown a flood of light on the geology and the mineral wealth of the Province, and also by admirable papers read before the Royal Society of Canada and the Royal Colonial Institute, London. One of those is published in the proceedings of the former society, as read 29th May, 1890, under the title, "The later Physiographical Geology of the Rocky Mountain region in Canada, with special reference to changes in elevation, and to the history of the glacial period, by George M. Dawson, D.Sc., A.R.S.M., F.G.S., Assistant Director Geological Survey of Canada"; and one in the latter society's proceedings on "The Mineral Wealth of British Columbia," as having been read 14th March, 1893.

CHAPTER VIII.

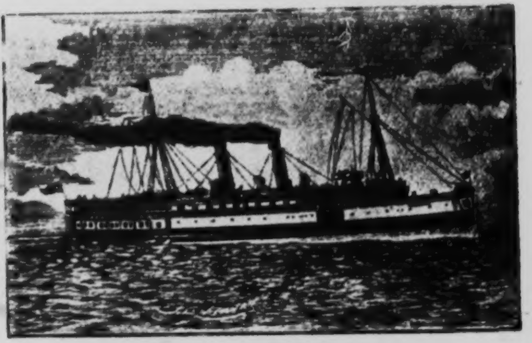
TRAVEL AND TRADE FACILITIES.

CAPTAIN IRVING, M.P.P.

Victoria City, being directly in the way of the north and south Pacific coast lines, both rail and water, as well as of the lines from the Orient and Australia; and being the first and last port touched by deep sea vessels coming and going from all parts of the world, reckoning from the extremes of east and west, north of San Francisco, is consequently a trade centre, and must of necessity continue so. At present six principal lines touch at Victoria, or make it one of their termini, viz.:

The Canadian Pacific Navigation Company.—This line may be said to be a continuation of the steamers which coasted and traded in the colonial days from Victoria. It assumed its present name in 1883, with Captain John Irvine as manager, commencing business with the steamers *Princess Louise*, *Enterprise*, *Otter*, *R. P. Rithet*, *William Irving* and *Reliance*. During the year the steamers *Western Slope*, *Gertrude*, and *Yosemite* were purchased. The fleet has since been increased, by the purchase or building of the *Wilson G. Hunt*, *Maude*, *Premier*, *Sardonyx*, *Islander* and *Danube*. The two latter are powerful steamships. The line connects with the Canadian Pacific Railway at Vancouver, and runs to New Westminster and points farther up the Fraser River. The Company also supplies vessels to Fort Simpson, Skeena River, including Queen Charlotte Islands, Bella Bella and Alert Bay; also to Uclulet and Alberni in Barclay Sound, on the west coast.

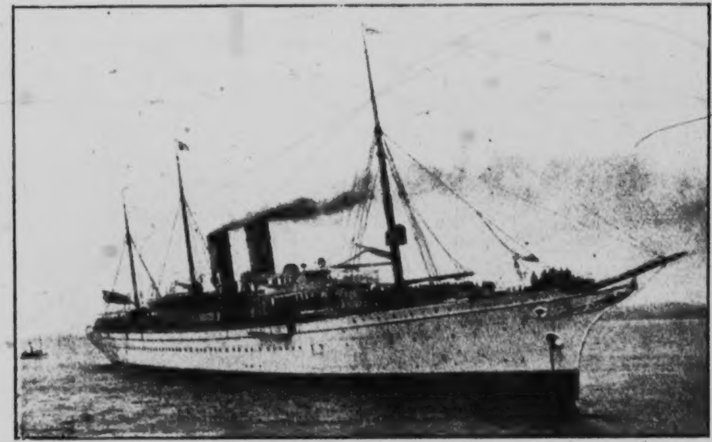
THE CANADIAN PACIFIC RAILWAY COMPANY'S LINE.—The steamships of this line are the *Empress of India*, the *Empress of China*, and the *Empress of Japan*. They run in connection with the Canadian Pacific Railway, making Vancouver, B.C., the Canadian terminus, and Hong Kong the Chinese terminus. Each of these steamers are 6,000 tons register, 10,000 horse-power, 485 feet long, 51 feet beam, 36 feet below hatches, and fitted for passengers and freight. "The saloons, library, and state-rooms are marvels of luxury and beauty." They were built at Barrow-in-Furness, and can accommodate 180 first-class passengers, 200 second-class, and 1,000 steerage. The Pacific is crossed in 13 or 14 days, and trips are made once in three weeks. The distance to Yokohama is 4,283 miles. Fare one way $200, round trip $300. The distance from Vancouver to Hong Kong is 6,140 miles. Fare one way $225, round trip $325. Freight: through rates run from $5 to $50 per ton, according to quality, classification, etc.



STEAMER "ISLANDER."
Of the Canadian Pacific Navigation Company.

Log of the "Empress of India."—The first of the *Empresses* to arrive at British Columbia was the royal mail steamer, *Empress of India*, on the memorable trip around the world. She left Liverpool under command of Captain O. P. Marshall, at 9.30 a.m., February 8, 1891, and arrived in Gibraltar, at 9.18 a.m., on the 12th, having experienced moderate easterly winds, with overcast weather.

"**Left Gibraltar** at 6 p.m., the same day, and arrived at Marseilles at 8.30 a.m., the 15th, having had strong north-east winds, but fine weather. Leaving Marseilles at 5.30 p.m., the following day, we arrived at Naples at 7 p.m., on the 18th, and left the same evening at 6.



"EMPRESS OF INDIA."

"**Anchored** in Port Said, at 7.30 a.m., the 22nd, and at 8.26, the following morning, proceeded through the canal. On the morning of the 25th, at 7 o'clock, we discharged our pilot, and proceeded on to Colombo, arriving at 7.30 a.m., on March 8, having had moderate northerly winds and fine weather.

"**Leaving at 8 p.m.**, on the 10th, we arrived in Penang, at 8.23 a.m., on the 15th, having had light winds and overcast weather. Weighed at 5.30 p.m., the same day, and proceeded towards Singapore, arriving at 8.10 a.m., March 17. On the following evening, at 5.30, proceeded towards Hong Kong, and made fast to the Kowloon wharf at that port, at 1.15 p.m., of the 23rd.

"On April 7, at noon, left for Shanghai, and arrived there at 3.43 p.m., the 9th; leaving the following evening, at 11, arrived at Nagaski, at 5.30 a.m., the 12th; left at 8 p.m., and anchored in Kobe, at 7.15 a.m., the 14th, thick fogs and various winds having been met with in the inland sea.

"At midnight, on the 14th, left Kobe, and arrived in Yokohama, at 8 a.m., the 16th, having experienced strong northerly winds and rainy weather. At 4 p.m., on the 17th, left Yokohama, and arrived at Victoria, B.C., at 7 a.m., April 28; and leaving after a stay of three hours, arrived and made fast to the wharf at Vancouver, at 3.40 p.m., the same day, weather across the Pacific being fairly good, with the exception of a heavy gale, on the 24th, accompanied with much snow and rain. Fine weather was again met with on the 27th."

Canadian and Australian Line—The Proposed Pacific Cable.—This line was opened in 1893, the first trip having been made by the *Miowera*, since then disabled and returned to England for repairs. The vessels now (1894) in the service are the *Warrimoo* and the *Arawa*. They are of five thousand tons register, thoroughly sea-worthy and well fitted for both passengers and freight business, being provided with ample cold storage compartments. The terminal points are Vancouver, British Columbia, and Sidney, Australia; touching at Honolulu *en route*. The Dominion Minister of Trade and Commerce, the Hon. Mackenzie Bowell, took passage on the *Warrimoo*, from Victoria, September 17, 1893. He made the trip in accordance with and Order-in-Council, passed at Ottawa, September 7, *idem*, which recommended "that the Minister of Trade and Commerce be requested to proceed to Australia as soon as possible to confer with the several governments there, with a view to promote the extension of trade between Australia and Canada, and also to confer with those governments on the subject of a telegraph connecting Canada with Australia."

Report of the Minister of Trade and Commerce.—The Hon. Mr. Bowell was accompanied by Mr. Sandford Fleming in connection with the proposed Pacific cable between Canada and Australia. In reporting on this portion of his mission the Minister of Trade and Commerce says: "I have first to acknowledge the great assistance rendered by Sandford Fleming, Esq., C.M.G. This gentleman, having given years of close study and application to the subject of an all British Pacific cable, connecting the two great divisions of the Empire, was able to render invaluable service in bringing the matter intelligently under the notice of the people of the different Australian colonies." Mr. Fleming must be gratified to find that at the Colonial Conference held at Ottawa, July 4, 1894, the commissioners passed a resolution expressing the opinion that immediate steps should be taken to provide telegraphic communication, free from foreign control, between the Dominion of Canada and Australia. Another resolution was unanimously adopted, asking the Imperial Government to undertake a survey of the ocean bed of the proposed routes; the expense to be borne, in equal proportions, by Great Britain, Canada and the Australian colonies.

BRITISH COLUMBIA IS GREATLY INTERESTED in the success of the Australian line, and the prospective share of trade which will be secured from the southern continent and the Sandwich or Hawaiian Islands. Honolulu is the capital of the Hawaiian group of islands. The group comprises thirteen islands in all, and the population, according to the census of 1891, the latest available data, aggregated 89,990, made up as follows: "Natives, 34,436; half-castes, 6,186; Chinese, 15,331; Hawaiian born, foreign parents, 7,495; United States, 1,928; British, 1,344; Germans, 1,034; French, 70; Portuguese, 8,602; Japanese, 12,360; Norwegians, 227; Polynesians, 508; all others, 419; total, 89,990.

The trade of the islands, according to the last Hawaiian official report (1891), showed the imports to have been for that year, $7,438,582, and the exports, $10,107,315. Of the imports, $5,294,278 were from the United States, and $1,201,329 from Great Britain; British Columbia, $28,464. The principal exports were sugar, $9,550.537; rice, $253,455; and bananas, $179,501. Notwithstanding the discrimination against Canada, the report says that our trade with Hawaii has steadily and satisfactorily increased since the establishment of the Canadian-Australian line, as the figures of the export trade show. For the six months ending December 31, in each of the fiscal years indicated, the exports of Canada to Hawaii were as follows: 1891, $4,480; 1892, $16,060; 1893, $69,889.

There is a demand in that country for considerable quantities of our lumber, and for general articles of merchandise. Thus far each steamer going southward from Vancouver has carried a relatively large volume of freight for Honolulu, and north-bound vessels have always secured cargo for Canada. A wealthy Victoria firm have arranged for the establishment of cold storage, at Honolulu, so that fish and perishable articles may be stored, and a steady market be supplied from the north and south.

THE NORTHERN PACIFIC STEAMSHIP COMPANY.—This line runs in connection with the Northern Pacific Railroad. It was established in 1893, with three vessels, the *Tacoma*, *Victoria* and the *Sikh*. The terminal points are Tacoma, Washington Territory, and Hong Kong, China. Service in summer once in three weeks, and in winter once in four weeks, making Victoria a point of call. The passage is made in fifteen to eighteen days.

THE PACIFIC COAST STEAMSHIP COMPANY.—This line has been in business for many years between San Francisco and Puget Sound ports, connecting with the through continental railroads. It also runs steamers the year round from Puget Sound to Wrangel, Juneau, and Sitka in Alaska. In summer extra vessels are placed on the northern service to accommodate excursion parties who visit that remote and interesting region. The steamers are the *Umatilla*, *Walla Walla*, and *City of Pubela*. From San Francisco they come directly to Victoria, without touching at intermediate points. After landing passengers and freight at Victoria they proceed to Puget Sound, where they spend several days, visiting Port Townsend, Seattle, Tacoma, Fairhaven and occasionally at other ports. The steamers *City of Topeka* and *Queen* form the Alaska line to Sitka, Juneau and Wrangel—the former makes monthly trips the year round, the latter extra during the summer months—landing and taking up passengers at Victoria.

THE PUGET SOUND AND ALASKA STEAMSHIP COMPANY.—This line consists of two steamers, the *City of Kingston* and the *City of Seattle*. One or other of these vessels make six round trips a week between Tacoma and Victoria, connecting with the Northern Pacific Railroad, touching at Seattle and Port Townsend. Those steamers are first class; are palatial in their passenger accommodation, and fitted to convey large quantities of freight or live stock.

THE COMOX LINE.—The steamer *Joan* a twin-screw, wooden hull, built at Victoria in 1892, makes weekly trips from Victoria to Comox. The vessel runs in connection with the Esquimalt and Nanaimo railroad, being owned and operated by the same parties. The summer trips, well patronized by tourists, are delightful, being constantly among islands and narrow passages, now with towering rocky shores on either hand, then with lovely bays, wooded to the water's edge, stretching away in the distance. Numerous landings are afforded at hamlets, mills and farms. Trips are occasionally made to Valdez Island, and the *Joan* carries her Majesty's mails to post-offices along the route.

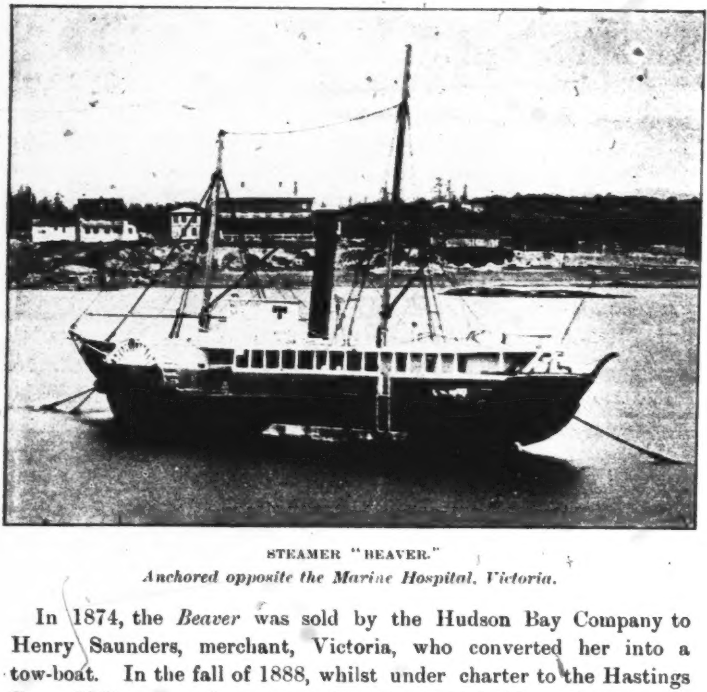
THE CANADIAN PACIFIC RAILWAY.—This great trans-continental line completed to the Pacific coast in 1885, extends from Quebec to Vancouver, B.C., a distance of 3,053 miles. It also has running powers over the Intercolonial Railway to Halifax, and its connections from Halifax to Montreal amount to 756 miles. Montreal is the Canadian Pacific Railway Company's headquarters, and is distant 2,906 miles from Vancouver city, the western terminus of the Canadian Pacific Railway. A daily through mail is carried each way over the whole distance. The trains are run on standard time, which is reckoned an hour slower (eastern time, noon at Montreal), from and east of Fort William; central time (11 o'clock at Winnipeg), from Fort William to Brandon; mountain time (10 o'clock at Regina), from Brandon to Donald; Pacific time (9 o'clock at Vancouver and Victoria), from Donald to the Pacific coast including Victoria. Three of its leading men have been created knights by her most gracious Majesty Queen Victoria, viz., Sir Donald A. Smith, in 1886; Sir George Stephen, in 1886, and Sir Wm. Van Horne, 24th May, 1894. The Canadian Pacific Railway Company, when taken in connection with the various branches and extensions of the railway and the Lake Superior steamship navigation, together with the Pacific *Empresses* may be classed as one of the greatest, if not the greatest commercial company in the world.

THE STEAMER *Beaver*, the first steam vessel which appeared on the Northern Pacific coast, was built in 1834-35, on the banks of the Thames, London, for the Hudson Bay Company, at a cost, it is said, of $125,000. The London register of the vessel is No. 154, of the year 1835. It records the *Beaver* as "steam-propelled, one-and-a-half-deck, two masts, stern square; figure-head, a beaver; framework, wood; length, one hundred and one and four-tenths feet; breadth, below main-wales, at the centre of the paddle shaft, twenty feet; depth in hold, eleven feet; two engines, each seventy-five horse-power."

The hull was of oak and teak, fastened with copper. King William IV. and sixteen thousand of his subjects are said to have witnessed the launch. Shortly after this, the *Beaver* was fitted up with her engines, and tested on the Thames. The engines were made by Bolton & Watt. The *Beaver* was rigged as a brig, and made the voyage from

London to the Columbia River, under sail, in 163 days, *via* Cape Horn, under command of Captain Home.

At Astoria (Fort George), she discharged cargo, and Captain Home getting up steam, took a trial trip to Fort Vancouver. Captain McNeill was next captain of the *Beaver*, and was followed in the coasting fur trade by Captains Humphreys, Brotchie, Dodd and Lewis. For three years, during 1865, '6, and '7, the *Beaver* floated the "broad pennant" of the Admiralty, in the service of the British hydrographers, under Staff-Commander Daniel Pender.



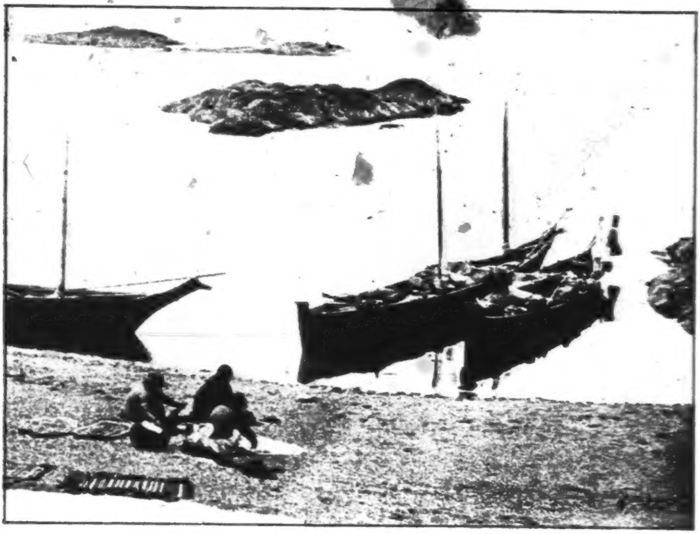
STEAMER "BEAVER."

Anchored opposite the Marine Hospital, Victoria.

In 1874, the *Beaver* was sold by the Hudson Bay Company to Henry Saunders, merchant, Victoria, who converted her into a tow-boat. In the fall of 1888, whilst under charter to the Hastings Saw-mill Company, she went on the rocks, at high tide, at the entrance of the "Narrows" leading to Burrard Inlet, and all efforts to get her off failed. There she lay until June, 1889, when a boom of logs, in tow of the tug *Tepic*, was carried against her by the tide. This damaged her badly.

On the 26th of the same month, the swell of the steamer *Yosemite*, entering the harbor at half-tide, threw the *Beaver* on her side, causing the engines to fall through. A company with a capital of $125,000 was formed in 1892, to send her to the World's Fair at Chicago, but, owing to her damaged condition, expense of transportation, etc., the scheme was abandoned. Relic hunters then began to cut her to pieces. In 1893, the wreck could scarcely be seen at high tide.

The references which have been made to the *Beaver*, the earliest steamer on the Pacific coast, and also to the latest of the magnificent ocean steamers plying from China, Japan, and Australia, making Victoria and Vancouver their *termini* on this coast, serve, together with the views given, to point out by way of contrast, the marvellous progress which has been made in the size and speed of steamships since the advent of the *Beaver*, which, at that time, astonished the native Indians in their canoes. Those references and illustrations also serve to show the increase of trade and travel between the countries mentioned; and that those steamers are necessary connecting links required to accommodate the trade and travel created by the Canadian Pacific Railway across British North America, circling, it may be said, around the world on British territory and in British vessels.



INDIAN CANOES.

CHAPTER IX.

RAILWAYS AND COAL DEPOSITS, AND GOLD.

SPEAKING of provincial railways, the British Columbia Directory of 1893, says:

"Six railway lines are now under course of construction, viz.: The Nelson and Fort Sheppard, running from Nelson in the Kootenay district to the United States boundary, and connecting with the United States systems; the Revelstoke and Arrow Lake Railroad and the Nakusp and Slocan Railway—the former from Revelstoke, on the Canadian Pacific Railway, south to the head of Arrow Lake, and the latter from Nakusp, at the southern end of the same lake to a point in the heart of the Slocan mining region, the two lines to be connected by a ferry capable of carrying a train of cars; the Kaslo and Slocan, from Kaslo, on Kootenay Lake, to a point in the Slocan mining region; the British Columbia Southern, from the Crow's Nest coal mines, south to a point on the boundary; the Victoria and Sidney, running from Victoria to Sidney in Saanich farming district; the Burrard Inlet and Fraser Railway, running from Vancouver to a connection with the Seattle, Lake Shore and Eastern, at the boundary near Mission City, and crossing the Fraser by bridge at New Westminster."

OF THE PROJECTED LINES, the chief is the Canadian Western Central, now known as the British Pacific. It is intended to run from Victoria north to the upper end of Vancouver Island, and east to the boundary of the Province, at the Yellow-head or some convenient pass, opening up the Chilicotin and Cariboo districts, famous for their pastoral lands and their gold mines. Of the numerous charters which have been obtained, the undernoted may be mentioned as likely soon to be put under construction, namely, those of the Nicola Valley Railway, running from Spence's Bridge on the Canadian Pacific Railway, fifty miles to the coal mines in the Nicola country; and the Chilliwack Railway, running from the Fraser Delta to Chilliwack, on the south side of Fraser River. The Canadian Pacific Railway Company is surveying a line for a route through Crow's Nest Pass to Nelson, on Kootenay Lake. This will give the Canadian Pacific Railway an easier route through the mountains.

From the Annual Report for 1893 of the Directors of the Canadian Pacific Railway, who met at Montreal on the 4th of April, 1894, it appears that the Nakusp and Slocan Railway Company have leased their line to the Canadian Pacific Company, "from Nakusp, on the upper Arrow Lake (Columbia River), to the Slocan silver mining district, about thirty-four miles, at a rental of forty per cent. of its gross earnings, on the same general terms as formerly in the case of the Shuswap and Okanagan Railway. This railway will be a most important factor in the development of the Kootenay district, and it is expected to create considerable traffic for the main line. The railway in question is promoted by the Government of British Columbia, at whose instance the Company is called upon to undertake its working."

The Nicola Valley Railway is also leased on similar terms. "It is intended to reach the coal fields in Nicola Valley, about fifty miles from Spence's Bridge, on the main line—and the directors look upon it as of mnch importance, both as affecting the cost of the Company's coal supply and as affording a valuable traffic."

The report also states: "No new lines are contemplated beyond the completion of the Revelstoke (twenty-eight miles). . . . The branch line from Revelstoke has been completed for a distance of ten miles, to a point below the most difficult navigation of the Columbia River. . . . The China and Japan steamships of the Company have shown a healthy increase in profits each year since the line was established. The experience of the Company in this trade indicates the need of a more frequent service, and your authority will be asked for the building, at the discretion of the Board and at such time as the general condition of the trade may warrant, two freight steamships to supplement the three passenger steamships now on the line." A resolution was passed granting the authority requested, and another resolution was passed approving of the expenditure on "Capital Account," of the sum of $66,256, on surveys, etc., connected with the Crow's Nest Pass line.

Extraordinary Coal Deposits.—In the Crow's Nest Pass, East Kootenay, are extensive deposits of bituminous and cannel-coal, of exceptionally high quality, belonging to the British Columbia Coal, Petroleum and Mineral Company, Limited. The coal area comprises two basins known as the eastern, or Marten Creek basin, and the western, or Elk River basin. The eastern basin consists of twenty seams of coal, having a total thickness of one hundred and forty-four feet, and has been estimated by Mr. Frank Smith, B.Sc., M.E., as capable of yielding at least four thousand million tons. The coal in this basin is of two distinct qualities, consisting of SEVEN bituminous coal seams, and FIFTEEN cannel-coal seams. The bituminous has a very small percentage of ash, sulphur and moisture; shows a very high calorific power, and is an excellent steam and blacksmith's coal.

THE ANALYSIS.—THE CANNEL-COAL has all the qualities of a gas-producing coal, being very high in volatile combustible matter, and forms a coherent coke. An analysis of a sample of fast coking gave:

Hygroscopic water	1.89
Volatile combustible matter	30.41
Fixed carbon	63.33
Ash	4.37

A COAL SEAM THIRTY FEET THICK.—The western basin consists of twelve workable known seams, ranging in thickness from thirty to four feet, with a total thickness of one hundred and fifty-one feet; with an estimated yield of thirty-two thousand million tons. The coal in this basin is all hard bituminous coal, good for smelting purposes, free from sulphur, easily worked and handled. In the opinion of Dr. A. R. C. Selwyn, C.M.G., Director of the Geological Survey of Canada, who visited the deposits in 1891 (see Summary Report, 1891), "the district is destined to be one of the most productive coal fields in Canada." He states that "many of the seams are first-class coking coals, and others are good gas coals, but none of them anthracites."

CONTIGUOUS TO THE MINING REGIONS.—Occurring in such close proximity to the mineral discoveries of Kootenay, and upon the very line of communication with them, and also in touch with the coal markets of Washington and Idaho, and the mines and mineral smelting establishments of Idaho and Montana, their value cannot be exaggerated. Indications of the existence of petroleum in the surrounding country have also been found, but no thorough exploration for the oil has yet been made.

ABUNDANT SUPPLIES OF COAL.—The immense natural stores of coal already mentioned, taken in connection with other extensive coal measures on the mainland, towards Skeena, and as far north as the

Provincial boundary line, and adding the large deposits which are known to exist and contain anthracite on Queen Charlotte Islands, along with those on Vancouver Island, give no occasion to apprehend that there can be a dearth of coal in British Columbia for many generations to come.

THE VANCOUVER ISLAND MINES.—The output of coal from the Comox, Wellington, and Nanaimo mines amounted during the year 1893 to 978,294 tons, against 826,335 tons the previous year. The exports were 768,917 tons, the balance being consumed locally. Our coal retains its hold on the San Francisco market, and 490,679 tons were taken by that city during the last year. The mines gave employment to 2,844 hands; the miners earning from $2.75 to $5.00 per day. The excellent relations existing between the owners and the miners, and the practically unlimited supply of coal of high grade quality, are most hopeful conditions for the future prosperity of this industry, and when business improves in our foreign markets, a much larger output from our mines may be expected. The trade had increased largely during the summer of 1894. The pay lists at the mines for October were the largest for two or three years. The excellent quality of the Vancouver Island coal is universally recognized, their productions are practically inexhaustible, and their output is yearly increasing.

"NANAIMO, November 10th, 1894.—(Special)—This city to-night presents an unusually animated appearance. Between $85,000 and $90,000 were paid out to the coal miners. This is the largest paysheet in the last two years, and business men are smiling a welcome to what appears the forerunner of old-time prosperity."—*Colonist.*

MINING FOR GOLD.—During the year 1893 there were 1,247 persons engaged in gold mining in this province, earning wages ranging from $1.50 to $4.50 per day. The total output was valued at $353,335, the Cariboo district contributing $202,000 of this sum. The mines are worked principally by sluices, but there are also hydraulic workings, and in some of the mines shafts and tunnels have been sunk. Owing to the prospect of Cariboo being opened by a railway at no distant date, the gold fields there are receiving more attention; large expenditures have recently been made in modern mining machinery, and an increase of the Cariboo gold output may be expected.

DREDGING FOR GOLD.—Several applications for leases have been granted for dredging for gold in the Fraser and Thompson rivers, which enterprises will be prosecuted with special machinery. This being the first mining of the kind attempted in the Province, the result is looked for with interest. At Big Bend the gold-producing ores are receiving the attention of capitalists, but the excessive cost of getting hydraulic machinery and stores retards operations. From a mine in West Kootenay $6,000 value of gold was taken out from two hundred tons of ore; and in another mine $4,000 worth of gold was extracted in one week by means of a hand mortar only. Many placer mines have been located on the Salmon and Pend d'Oreille rivers, and twenty-one mining leases have been granted. It is expected that hydraulic machinery will soon be in operation on the last named river. On Vancouver Island prospecting for gold continues, principally in the Alberni district, where in some of the claims substantial development work will be carried out during summer.

THE WEST KOOTENAY DISTRICT has given further evidence of its richness, principally in silver-bearing ores. During 1893, 1,337 mining claims were recorded, and 1,167 transfers were made. Between December 12th, 1893, and May 31st, 1894, 5,374 tons of ore were exported (principally from the Slocan mines) to Swansea and to the United States, the declared average for customs purposes being $120 per ton. All the Slocan mines have been discovered since 1891, and, with few exceptions, every mine located there has improved as it has been developed, the veins becoming stronger as they went deeper. In 1893, the mines there gave employment to 225 men.

TRANSPORTATION OF ORE has been effected with great difficulty and at great cost, but these disadvantages will be greatly reduced in the future through the construction of railways in the mining districts. On Toad Mountain and in other divisions of West Kootenay some mines have been worked with satisfactory results. It is expected that the smelting and refining plant, mentioned in the Board's report for 1892, will be completed and in operation before the close of 1894. The plant will comprise sampling works, assay office and laboratory, roasters, concentrators, smelters and refinery for the treatment of both lead and copper ores. The smelter enterprise is calculated to create a new and prosperous era in this region, and it is hoped that those who have put their capital in these expensive works will reap satisfactory returns therefrom.

IN THE EAST KOOTENAY DISTRICT, 355 free mining certificates were issued, and 347 mineral claims were recorded during the year

1893. Several of the discoveries in this district carry copper and silver, and it is probable that these copper ores will be mined to advantage in the near future.

The Assays of thirteen specimens from different mines in the West Kootenay district gave an average of 267 ounces of silver per ton and 91 per cent. of lead. From Toad Mountain, specimens were assayed which gave 444 ounces of silver and 23½ per cent. of copper. Notwithstanding the before-shown development, yet, owing to the general financial depression, supplemented by depreciation in the value of silver, many mines, known to be rich in that metal, remain unworked.

Besides the minerals mentioned, there is an abundance of iron deposits situated in different portions of the Province; also cement rocks suitable for making Roman and ordinary cement; white and grey marble, and several varieties of building-stone. Mica in large quantities, perfectly clear and very pure quality, is obtained within a few feet of the surface. These minerals await the capitalist to put them into marketable form.

Nelson is Doing Well.—J. Fred. Hume, of Nelson, M.P.P.-elect for the south riding of West Kootenay, and Donald Graham, of Armstrong, M.P.P.-elect for East Kootenay, arrived at Victoria to attend the session of the Legislature that opened November 12th, 1894. Mr. Hume had just made a visit to the Slocan mining country, and brought with him some fine samples of ore from some of the best known mines in that district. "The ore shipments for the year will easily amount to $1,000,000, and much development work is being done." The smelter at Pilot Bay is expected to start up soon, and buyers are out purchasing ore. Coke is being received at the smelter, twenty-five tons per diem being brought in over the Great Northern. Business is very brisk in all lines in the Slocan, over five hundred horses and mules being employed in hauling supplies to and ore from the mines to the railroad.

Kootenay Triumphs.—The gold output for 1894 will approximate a total of $200,000, viz., from quartz, $170,000, and from gravel, $30,000.

Skylark Mine.—The last shipment from which returns have been received from the Skylark mine, on Boundary creek, Kootenay, October, 1894, assayed 220 ounces in silver and $26 in gold. Another lot is now at the smelter and there are about twenty-two tons at the mine and on the way to the railroad.

CHAPTER X.

EDUCATIONAL.

As soon as the colony of Vancouver Island was organized, arrangements were made by the Hudson Bay Company to provide education for the children of the employés of the Company and for those of other settlers. The first chaplain and preceptor sent to the colony from England was Rev. Robert J. Staines, who, accompanied by his wife, arrived at Victoria in 1849. Under the agreement with the Company, he was guaranteed a salary of two hundred pounds per annum for himself as chaplain, and three hundred and forty pounds to maintain a boarding-school, of which Mrs. Staines took charge. One of the buildings within the fort served at that time as residence, school and church. The upper part of the building was occupied exclusively by Mr. and Mrs. Staines, and the boarding-school for young ladies.

In 1853, several of the colonists became dissatisfied at the Hudson Bay Company's rule, and decided to send Mr. Staines as their delegate to England, with a petition to the home Government setting forth their grievances. The vessel in which he took passage as far as San Francisco, was caught by a squall when off Cape Flattery, and was thrown on her beam ends. She soon became water-logged and at the mercy of the waves. Most of her crew were swept overboard. Mr. Staines was in the cabin and could not escape. He made great efforts to reach the deck—so it was reported by the only survivor of the wreck, who was rescued by a passing vessel, but in such an injured and exhausted condition that he lived only a few hours after the rescue. Mrs. Staines, who is said to have been "a splendid teacher and preceptress," returned to England shortly after the death of her husband.

The Rev. Edward Cridge succeeded Mr. Staines as Colonial Chaplain. He arrived in Victoria in 1855, accompanied by Mrs. Cridge. Under an agreement made with the Hudson Bay Company, August 12th, 1854, he was to receive as remuneration for his services: "(1)

A parsonage and glebe of one hundred acres, of which thirty acres will be cleared and put into a cultivable state; (2) A stipend of three hundred pounds per annum charged with the sanction of the colonial office on the fund arising from the sale of land, of which funds the Company are trustees, etc. (3) An allowance of one hundred pounds per annum from the fur branch of the Company for acting as chaplain to the Company, and attending to the wants of the servants. . . . Until a house is finished, quarters will be provided for the clergyman in the fort. And until the land is put in a proper state of cultivation, rations will be allowed to him and his family, as provided for the officers of the Company. When the land is taken possession of by him, he will be expected to provide for himself.

REV. EDWARD CRIDGE.

"The Company think it very desirable that the clergyman should, as is done at Red River by the Bishop of Rupert's Land, take charge of a boarding-school, of a superior class, for the children of their officers, and would wish that he would take out with him a gentleman and his wife, capable of keeping a school of this nature.

"The fur-trade branch will find a school-house and residence for the master and his family, and will vote an annual grant of one hundred pounds in aid of the school. Should they give satisfaction to the gentlemen in the country, they might expect from thirty to forty pupils, and the usual payment for each pupil would be twenty pounds per annum for board, lodging and education.

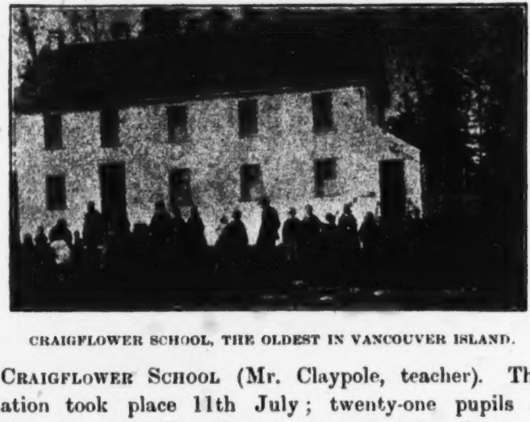
"A free passage will be allowed from London to Vancouver Island to the clergyman, his family and servants, and also to the schoolmaster and his family.

"It is understood that the engagement will be for five years, at the expiration of which a free passage home will be granted, should the clergyman wish to return, or, on the contrary, a fresh engagement may be entered into. It is also understood that in the event of misconduct, the engagement may at any time be cancelled on the recommendation of the Governor of Vancouver Island, and with the sanction of the Secretary of State for the Colonies.

"(Signed) A. Colville, Governor, Hudson Bay House, London, August 12th, 1854."

Mr. Cridge subscribed to the foregoing memorandum on September 13th, 1854. It appears that the portion of the agreement which provided that a teacher with his wife should accompany Mr. Cridge to Vancouver, was not carried into effect, although a boarding-school for ladies was opened by Mrs. Cridge, as had formerly been done by Mrs. Staines. Public schools were opened soon after the arrival of Mr. Cridge, who was appointed honorary Superintendent of Education, as appears from a report submitted by him to his Excellency Governor Douglas, in August, 1861, in which is stated that the sixth annual examination of the

(1) VICTORIA SCHOOL took place, July 16th ultimo (Mr. Barr, master), at which fifty-three pupils were present. The governor presented fifteen prizes amongst the most deserving. The school he considered in a satisfactory condition, and seeing that there was but one teacher to fifty pupils, doing its work well. The report stated that the chief defect appeared to be "want of uniformity and punctuality in attendance. The school-room is too small for the attendance. The house, which consists of eight rooms, as well as the premises generally, are in fair repair. Of the ten acres of which the school reserve consists, a portion of six acres is enclosed and four acres under cultivation."



CRAIGFLOWER SCHOOL, THE OLDEST IN VANCOUVER ISLAND.

(2) CRAIGFLOWER SCHOOL (Mr. Claypole, teacher). The sixth examination took place 11th July; twenty-one pupils present. Prizes, the gift of his Excellency, were awarded and presented by him to three boys and two girls. The school is well situated for the population growing in the neighborhood, and is conferring important advantages on the community. The school-house, which contains six

rooms, and the premises generally, need considerable repairs. The school reserve consists of four acres; no portion of it is at present under cultivation. Average attendance at school for the year, fifteen.

[In those days Governor Douglas attended the public school examinations. At Craigflower it was customary to receive his Excellency with a grand salute of cannon. Our lieutenant-governors since Confederation attend the city public school examinations. They address the pupils and manifest an interest in their progress.—ED.]

(3) NANAIMO SCHOOL (Mr. Bryant, master). Attendance during the year, twenty-two, eighteen of whom are not over seven years of age. Mr. Cridge reports "he did not have an opportunity of visiting the school recently, but from frequent reports from the teacher, and information from other sources, was satisfied that Mr. Bryant continues assiduous in the discharge of his duties. The school-house, which consists of four rooms, needs some repairs."

[Mr. Bryant continued to teach at Nanaimo for a number of years, and afterwards preached for twenty-three years in connection with the Methodist Church. He was recently superannuated on an annual allowance of $230 per annum, and resides (1894) near Victoria.—ED.]

The emoluments received by the teachers for 1860, as stated in the report, were: (1) Victoria School—Salary, $750; fees from pupils amounted to £35 10s. sterling; voluntary contributions, £9 3s. (2) Craigflower School—Salary, $750; fees, £12 12s. (3) Nanaimo School—Salary, $750; fees, £25 7s. 6d.

A collegiate school for boys and a ladies' college are mentioned in the report as being under the supervision of Bishop Hills. The fees were $5 per month for pupils of the age of seven years, $6 for those over twelve years, and $8 per month for those sixteen years or upwards. The public school fee is stated to have been $5 per annum.

Mr. Alfred Waddington became Superintendent of Education about the year 1865, and continued to fill the position for some years. Education did not flourish during his *regime*. After the union of the colonies, Governor Seymour refused to sanction any grant in aid of public schools either on the island or the mainland. The result was, that during 1867 and 1868, six out of the eleven schools established under the Act of 1864 were discontinued for want of funds. Nor were matters much improved in 1869. In that year only twelve schools were supported in the united colonies—seven on the island, and on the mainland four, viz., one each at New Westminster, Langley, Yale and Sapperton. The average attendance at each school was less than thirty, out of a school population probably little short of two thousand. No regular accounts were kept by the local boards. Teachers were appointed without examination as to fitness, and sometimes without inquiry as to character. There was no inspection, from the fact that no funds were available for inspectors' salaries, and no regulations, other than those framed by the local boards, existed as to management. Mr. Waddington took a leading part in promoting the Bute Inlet route for the Canadian Pacific Railway. His death took place, from small-pox, at Ottawa, whilst engaged in advocating the route referred to.

As soon as practicable after British Columbia had been admitted into "the Confederation," steps were taken by the Provincial Government to organize a non-sectarian public school system. An Act was passed (April, 1872), making provision for the establishment, maintenance and management of public schools in British Columbia. That Act repealed the "school ordinances" of 1869 and 1870. A "public school fund" of $40,000 was created and set apart in the treasury to carry the provisions of the Act into effect. Power was given to the Lieutenant-Governor-in-Council to appoint six "fit and proper" persons, to be a Board of Education, and a Superintendent of Education, at a salary of $2,000 per annum, with travelling expenses. W. F. Tolmie, M. W. T. Drake, A. Munro, A. J. Langley, R. Williams and E. Marvin, Esquires, were appointed the first Board of Education; John Jessop, Esquire, was appointed Superintendent of Education.

Mr. Jessop was one of the early settlers in the Province. He was born near Norwich, England, in 1829, and left his native country at the age of seventeen, proceeding *via* New York to Kingston, Ontario; thence to Toronto, where at the Normal School he qualified for a teacher in 1855.

After four years' teaching in Ontario (then Canada West), Mr. Jessop left for British Columbia in 1859, taking the Hudson Bay Company's route, *via* Fort William to Fort Garry (now Winnipeg). Joining a party of seven there, they walked across the prairies, and crossed the Rockies at Boundary Pass. Fort Colville, Fort Vancouver and Victoria were reached late in the year by Mr. Jessop, his companions having scattered after crossing the mountains. In 1860, Mr. Jessop made an unsuccessful visit to the gold regions. Returning in 1862, he opened a private non-sectarian school in Victoria, which succeeded so well that next year it became necessary for him to erect a new and larger building, which anon was rented by the Colonial Government, and Mr. Jessop appointed principal. Educational matters for a time went on smoothly, until Governor Seymour withdrew the aid of public funds. The turn of the tide, however, under Confederation, placed Mr. Jessop in an important position under the new school Act.

At that time there were twelve denominational and private schools in the city of Victoria; three in New Westminster; one in Hope, and one at Lake la Hache. Those in Victoria were: "Collegiate School for Boys, and Angela College (mostly girls), under the control of the Church of England; Convent of St. Ann, for girls, and St. Louis College, for boys, under the control of the Roman Catholic Church. The schools kept by Miss Vieuseaux, the Misses Moore, Mrs. Atwood and Miss Pollard, admitted boys and girls. Mrs. Fellows, Mrs. Brown, and Madame Petibeau received girls exclusively. The number of children attending the Victoria schools at the close of the year ending 31st July, 1872, before the opening of the public schools, was over four hundred. About one hundred were then in attendance at the private and denominational schools on the mainland.

In September, 1876, Lord Dufferin, Governor-General of Canada, and the Countess of Dufferin, paid a visit to the public and high schools of Victoria. The superintendent, on behalf of the Board of Education and others, presented them with an address of welcome, to which his Excellency replied as follows:

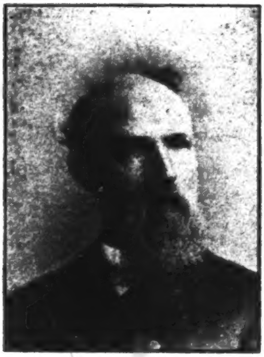
"GENTLEMEN AND PUPILS,—It affords me very great pleasure to receive under the roof of the public and high school your joint address, expressive of loyal and devoted attachment to our gracious sovereign, and containing so hearty and cordial a welcome to Lady Dufferin and myself.

"Knowing, as I do, how great an effect a judicious system of education has upon the mode of life, conduct and morals of all classes, by forming the mind, enlarging the views, and raising the tone of those who come under its influence, it is no less my pleasure than my duty to encourage by every means in my power the mental, intellectual and physical training of the younger inhabitants of this great Dominion, whose success in life must, in a great measure, depend upon the attention they pay, not only to their books, but also to the teaching of those lessons of moral restraint and self respect, which are inseparably connected with a sound basis of education.

"In conclusion, I beg to thank you most sincerely, on behalf of Lady Dufferin and myself, for the very kind wishes to which you have given expression."

Lord Dufferin afterwards addressed the pupils, and presented three medals—one silver and two of bronze—to be competed for during the ensuing year. "The medals, on one side, represented the profiles of Lord and Lady Dufferin with life-like accuracy, with the inscription, 'Earl Dufferin, K.C.B., K.M.G., Governor-General of Canada, Countess of Dufferin, 1876. On the reverse side, the Dufferin coat of arms and motto, '*Per vias rectas.*' Presented by his Excellency the Governor-General." The medallists were: For the silver medal, John C. Newbury; for the bronze medals, Robert C. Carey and Miss Helen Andrews. There was a large public attendance, including Governor Richards, Senator Macdonald, the members of the Provincial Government, the Board of Education, the Mayor and City Council, and a number of ladies.

C. C. Mackenzie, Esquire, M.A., succeeded Mr. Jessop in 1878. He was a graduate of Cambridge University, England, and for some time prior to his appointment of Superintendent of Education, was principal of Victoria Boys' School. After his retirement from the superintendency in 1884, he was elected member of the Provincial Legislature in 1890, to represent Nanaimo, in the sixth parliament, which ended in 1894.



DR. POPE.

The present Superintendent of Education, S. D. Pope, Esq., LL.D., was appointed to the position in 1884. Entering the University of Queen's College, Kingston, at an early age, he highly distinguished himself in his academic career, receiving in the year 1861 the degree of B.A., with honors in classics and mathematics. In recognition of his services in the cause of education, he was honored by his *Alma Mater* with the degree of LL.D., in 1890. Prior to his appointment as superintendent, he had been actively engaged for over twenty years in the work of teaching. Possessing the advantages of ripe scholarship, a large and varied experience, as well as great administrative ability, Dr. Pope has brought the educational system of the Province into a high state of perfection, and by his strict impartiality in the discharge of his duties, has gained the confidence of the community.

Taking a deep and lively interest in all that concerns the teaching profession, and sympathizing with the teacher in the difficulties of his work, he has not inaptly been termed, "the school-master's friend."

The school attendance in 1872 is given at 202; in 1876, 984; in 1882, 6,227; in 1893, 7,114. The numbers enrolled during 1872 were 412; in 1882, 2,653; and in 1893, 11,496. The foregoing does not include the four high schools, which in 1893 had an aggregate enrolment of 333 pupils. Those figures show that the school system of British Columbia reaches the great mass of the people, and that the attendance keeps pace with the increase of population. The teachers employed in 1872 were only 16; in 1882, 62; in 1893, 267, which includes 25 monitors.

The examination of applicants for teachers' certificates is no light piece of work. The present Board of Examiners is composed of S. D. Pope, LL.D., Superintendent of Education; John Anderson, Esq., B.A.; Ven. Archdeacon Austin Scriven, M.A. (Oxon.); Rev. P. McF. McLeod, and Rev. Wm. Davin Barber, M.A. In 1893 no fewer than 271 applicants came forward. Of these, 35 failed to pass. In 1892, 200 came forward, and 55 failed to pass. The increase of applicants since 1881 has been steady, and latterly increasing rapidly. The number in 1882 was 36; in 1883, 37; in 1884, 64; in 1885, 67; 1886, 76; in 1887, 93; in 1888, 100; in 1889, 117; in 1890, 143; in 1891, 154; in 1892, 200; and in 1893, 271. No male candidate under 18 years of age, or female under 16, is permitted to enter for a certificate of any grade.

The British Columbia school system has now been in operation over twenty years. It has provided a free education for the children of the Province, and has given general satisfaction. It is strictly non-sectarian. There are no "separate" schools. Teachers are required to teach morality, but are not permitted to inculcate any dogma.

The Government of the Province has met every approved application for school facilities in a most liberal spirit. The large amount expended annually for the erection and maintenance of school buildings attests this fact. In 1892, in rural districts the amount was $47,192; in 1893, $24,498. The sums expended by the Province on behalf of the Education Department have been large and continually increasing, along with the increase of population, as will be seen by the annexed statement: 1871 (half-year), $2,578; 1872, $25.436; 1873, $40,000; 1874, $38,908; 1875, $38,891; 1876, $44,506; 1877,

$47,130; 1878, $43,334; 1879 (half-year), $22,111; 1879, $47,006; 1880-81, $46,962; 1881-82, $49,269; 1882-83, $50,851; 1883-84, $66,655; 1884-85, $71,152; 1885-86, $79,528; 1886-87, $88,521; 1887-88, $99,902; 1888-89, $108,191; 1889-90, $122,985; 1890-91, $136,902; 1891-92, $160,628; 1892-93, $55,833 (half year).

By the "Public School Act, of 1891," which repealed former school Acts, and which has been amended in 1894 to authorize a "High School or Collegiate Board" to affiliate with Canadian universities, the Council of Public Instruction, which is formed of the Executive Council or Government of British Columbia, is authorized to create (1) school districts in addition to those already existing, provided that such school district shall have at least fifteen children of school age, *i.e.*, between six and sixteen years of age; and (2) to set apart such Crown lands as may be necessary for school purposes; (3) with the sanction of the Lieutenant-Governor-in-Council to grant, on the application of the trustees of such school district, such sum as may be required to pay the salary of the teacher in such school district; in rural Districts to defray the cost of erecting a school-house, or providing a room, the cost of all furniture and apparatus necessary for the use of any such school, and the current expenses connected therewith; (4) to grant with sanction of Order-in-Council "such sum as shall be thought proper, in aid of the establishment of a school in any part of the Province not being a school district, and not having less than seven and not more than fourteen children, between the age of six and sixteen years resident therein, and upon the application of a majority of the parents resident in such part of the Province;" (5) to appoint examiners who, together with the Superintendent of Education, shall constitute a Board of Examiners; (6) "to appoint one or more inspectors to visit the public schools, and to require them to inquire into and report their observations to the Superintendent of Education, in relation to the progress and attendance of the pupils, the discipline and management of the school, the system of education pursued, the mode of keeping the school registers, the condition of the buildings and premises, and such other matters as they may deem advisable in the furtherance of the interests of the schools;" (7) to make and establish rules and regulations for the conduct of the public schools, to prescribe the duties of teachers and their classification; (8) to determine the subjects and percentages required for all classes and grades of certificates of teachers; (9) to select, adopt and prescribe a uniform series of text-books to be used in the public schools of the Province, etc.; (10) to suspend or cancel for cause the certificate of qualification of any teacher, by Order-in-Council; (11) to determine all cases of appeal arising from the decisions of trustees, and to make such orders thereon as may be required. Trustees convicted of any criminal offence, or who may cease to be an actual resident of a school district, shall *ipso facto* forfeit and vacate his seat; (12) to establish a Normal School, with Model Departments, and to make regulations for its conduct and management.

Prior to 1887, the Superintendent of Education acted as Inspector of Schools. In 1887, Mr. D. Wilson, B.A., was appointed Inspector. The number of schools had so increased in 1892 as to require an additional inspector. Mr. William Burns, B.A., was selected to fill the office. The reports of the inspectors, as published, show great diligence, and that they fully understand and comprehend their duties. Notwithstanding the great area of the Province, the number of visits to schools by the superintendent and inspectors, during 1892, is given at 799, and in 1893, at 1,030. The total number of visits to the schools by trustees, inspectors and others, during 1892, is 19,671, and in 1893, is 23,421. This shows that great interest is taken in these schools.

By the Public School Act, high schools may be established in any district, but not where there are less than twenty persons, duly qualified and available to be admitted as high school pupils. No Normal School has as yet been established in the Province, for the special training of teachers. The Superintendent of Education, in his annual report for 1893, says, "At the present time the number of certificated teachers about equal the demand." He suggests that it would be of great advantage to the inexperienced, intending applicants to spend as much time as possible in visiting orderly and well-conducted schools before undertaking active duties, in order to obtain a knowledge of the methods employed, the discipline observed, and in fact to learn *how* to manage a school.

The prize medals first awarded by Lord Dufferin in 1876 have been continued by the succeeding governors of the Dominion. The first medallists in 1892-93 were: (1) Miss Miriam Frank, silver medal, Victoria High School; (2) Miss Leonora Hughes, bronze medal, New Westminster High School; (3) Miss Caroline M. Edwards, bronze medal, Nanaimo High School; (4) Leonard Spragge, bronze medal, competition between boys' and girls' schools, Victoria; (5) Miss Gertrude E. Robson, bronze medal, New Westminster girls' school, competition between the graded schools of Nanaimo and New Westminster; (6) Percival E. T. Snider won the prize donated by Colonel the Hon. James Baker, Minister of Education, at the Christmas examination, 1892, in the competition of the six ward schools of Victoria. Miss Catherine Chapman gained a similar prize at the summer examination, the ward schools all again competing. Both these medallists were from the Spring Ridge ward school, Miss Lizzie A. Barron, teacher.

The prize medallists for 1894 were: Victoria High School, silver medal, Edith M. S. Shrapnel; New Westminster High School, bronze medal, Leonora E. Hughes; Nanaimo High School, bronze medal, Arthur D. Morgan; Victoria graded schools, bronze medal, Dorothy Allison; Nanaimo and New Westminster graded schools, bronze medal, Elizabeth Sharples.

1. The first high school established in the Province was opened at Victoria in August, 1876. During that year it had an enrolment of 60 pupils. In 1893 there were 118 pupils in attendance, and three teachers; the Principal, Edward B. Paul, M.A.; pupils enrolled during the year, 131.

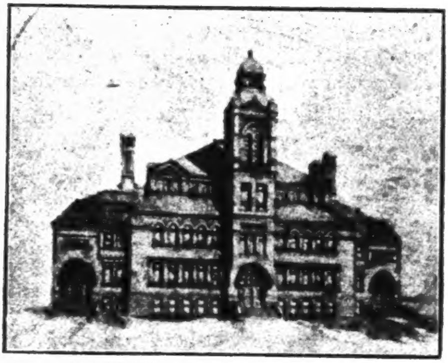
2. The second high school was opened at New Westminster in 1884. The whole number attending during the first year was forty. The school at the end of 1893 had 54 pupils and two teachers; Hector M. Stramberg, Principal.

3. In May, 1886, a high school was established at Nanaimo. Enrolled, 1893, 37 pupils; Walter Hunter, B.A., B.C.L., Principal. The average attendance has not yet (1893) demanded the appointment of an assistant teacher.

4. A high school was opened at Vancouver in January, 1890. During the first session 42 pupils were in attendance. At the close of 1893, the school was in charge of five teachers, with 107 pupils; Alexander Robinson, B.A., Principal. Vancouver may justly feel proud of its educational establishments. Indeed, the whole Province may feel proud of the progress and perfection its school system has reached; in fact, the motto, "*Nulli secundus*," might with propriety be adopted.

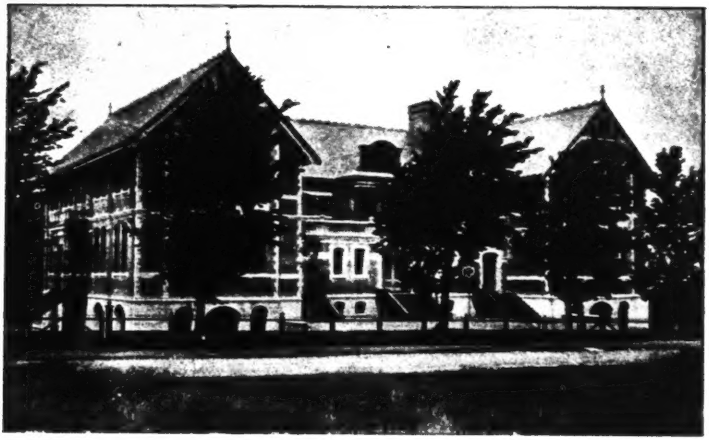
Although trustees of high schools have had for some years authority vested in them to exact fees from pupils, each of the schools has been free to all desiring to enter who had passed the required examination. An appropriation or grant of $10 *per capita* is made by the Council of Public Instruction for every pupil of the high schools, based on average attendance. The city municipalities pay teachers' salaries and other high school expenditure, which is included in the general taxation of the cities. The salaries of teachers in rural school districts are sent to them quarterly, direct from the Education Department.

The value of rural school property belonging to the Province in 1893 is set down at $160,855. High school property, which has been vested for school purposes in a Board of School Trustees in each of the cities of the Province, is valued as follows: Nanaimo, $25,550; New Westminster, $54,500; Vancouver, $294,700; Victoria, $182,950; making together a total of $718,555.



NORTH WARD SCHOOL, VICTORIA, 1894.

The present Minister of Education, Colonel the Hon. James Baker, is the first member of the Provincial Cabinet who has held the



SOUTH WARD SCHOOL, VICTORIA, 1894.

portfolio of Minister of Education. He is well qualified for the position, being a Master of Arts of Cambridge University, England, and a gentleman of cultivated intellectual taste, who enters thoroughly into the advancement of popular education in the Province. His appointment as Minister of Education was made 28th May, 1892.

[Lieut. Joseph Baker, of the ship *Discovery*, under Captain Vancouver, in 1792, after whom Mount Baker in Washington Territory was named by Vancouver, was great-uncle of Colonel Baker.—Ed.]

In the Public School Report of 1892, the Superintendent of Education said: "I cannot close this report without expressing the deep regret felt by each member of this Department in the death of the late Honorable John Robson, which occurred in London, England, on June 29th of the present year. The honorable gentleman at the time of his death had been Provincial Secretary for nearly ten years, and performed the duties of Minister of Education during that period. His earnest and unceasing efforts in behalf of everything appertaining to the welfare of our public schools, as well as all matters connected with the advancement of education in the Province, will long be remembered. We recognize in his death the loss of an esteemed friend and valued counsellor, as well as of an able and eloquent advocate of our free school system." [The extract is a well-deserved compliment and tribute.—Ed.]

VIEW OF VICTORIA, 1892.

(Showing flag at "half-mast" on the old Parliament Buildings, as a mark of respect to the memory of the late Hon. John Robson.)

CHAPTER XI.

ECCLESIASTICAL--ROMAN CATHOLIC.

The Roman Catholic Missionaries were early at work on Vancouver Island. Before the territory of Oregon was divided in 1846, Father Demers was, before his consecration as bishop, a missionary amongst the Indians in the southern portion of the territory.

Chief Trader A. C. Anderson, of the Hudson Bay Company, writing, in his prize essay of 1872, on British Columbia, states that as far back as 1842, the late Bishop Demers—then a priest—passed a winter under his (the writer's) roof at Alexandria, on the Fraser River, where "a rude church was erected under the supervision of the natives." Returning to the south of the Columbia River, Father Demers was consecrated bishop, November 30th, 1847, his episcopal residence to be at Victoria. The diocese comprised what is now British Columbia. It included Russian America, or Alaska.

BISHOP DEMERS.

Bishop Demers, the first Bishop of Vancouver Island and New Caledonia, arrived in Victoria, August 29th, 1852, having crossed the straits from Puget Sound, accompanied by Father Louis Lootens, in an Indian canoe. Father Lootens subsequently left for California, and was afterwards made Bishop of Idaho. That territory was constituted a "vicariate apostolic." Bishop Lootens returned to Victoria in 1875, where he yet resides (1894), retired from active church service.

Father J. B. Bolduc, of Quebec, accompanied Factor Douglas's party from Nisqually, March, 1843, when the erection of Fort Camosun (Victoria) was commenced. He came on a missionary tour, but found the Indians so excited by the arrival of the Hudson Bay Company's men, that little or nothing could be done with them from a religious point of view. He, however, baptized a large number.

According to Bancroft, mass was celebrated on Sunday, in a chapel formed of a boat's awning as canopy, branches of fir-trees enclosing the sides. The chief of the Songhies, Tsilalthach, and ten of his warriors escorted Father Bolduc back, on the 24th of March, to Lopez Island. They reached Whidbey Island on the 25th, and there were welcomed by over a thousand Indians, who erected a church, twenty-five feet by twenty-eight, near a cross which had been planted by Father Blanchet in 1840. Father Bolduc claimed to have been the first priest to set ~~foot~~ on Vancouver Island.

BISHOP LOOTENS.

THE OBLATE MISSIONARIES.—From 1849 to the beginning of 1852, a French Oblate, Father H. Lemfrit, of Olympia, resided chiefly at Fort Victoria. During that time, and as may be ascertained by the documents kept in the bishop's palace, he baptized upwards of three thousand Indians, children and adults, a score or so of half-breed children being among the number. These three thousand four hundred and odd people belonged chiefly to the Songhies or Victoria Indians, the Saanich and the Cowichans—the latter far outnumbering the others. It is doubtful whether these three tribes could, to-day, muster in the aggregate eight hundred souls—a direct proof that the Indians are rapidly decreasing. When Fort Vancouver was headquarters of the Hudson Bay Company, the majority of the employés being French-Canadian Catholics, a chapel was provided for them, which occupied a prominent position in the fort. The smaller congregation of Episcopalians, etc., held their religious meeting in the Company's dining-room.

THE FIRST CATHOLIC SCHOOL.—In 1852, the only Catholic settlers on Vancouver Island were a certain number of French Canadians employed by the Hudson Bay Company. In 1858, the first Catholic school for young ladies was established—Bishop Demers having obtained the services of four sisters of St. Ann from the "Mother House" at Lachine, near Montreal. St. Louis College was instituted the same year; also a small building was designed by Father Michaud, C.S.V., in 1858. It was built on Humbolt Street, and served as the cathedral until 1844, when it became inadequate for the accommodation of the congregation. It was removed to St. Ann's Convent where it is placed as an annex, forming a most suitable and commodious chapel. Its interior is a masterpiece of skill and symmetry. A temporary edifice was built, one hundred feet by forty, to serve as a cathedral until the completion of the new cathedral. A hospital, under the care of the Sisters of St. Ann, has also been built, and is appreciated by non-Catholics as well as by Catholics. Nine sisters are in attendance at the hospital. The congregation is well provided with societies. The Sodality (sisterhood) of the Blessed Virgin, for young ladies, was organized in 1875. In 1888, the Association of the Perpetual Rosary was established; there is also an Altar Society, whose duty is to look after the ornamentation of the church and furnishings of the sanctuary; also a "Young Men's Institute" for social amusements, and a "Young Ladies' Institute" for the same object.

MANY CHURCHES.—Besides St. Andrew's Cathedral, in Victoria, dedicated in 1858, there is St. Louis' Church and College, dedicated in 1864; at Cowichan, St. Ann's Church, dedicated in 1858; Nanaimo, St. Peter's, first dedicated in 1864—second dedication, new church, 1878; Saanich, Assumption, dedicated in 1869; Esquimalt, St. Joseph's, first dedicated, 1849—second dedication, 1879; Penalgut, Holy Rosary, 1881; Comox, Purification, 1878; Hesquiat, Sacred Heart, 1875; Kayoquot, St. John the Baptist, 1880; Namukumus, St. Leo, 1879.

THE "MOTHER HOUSE."—ST. ANN'S CONVENT, VICTORIA, already noticed, was established in 1858, on the arrival of four sisters of St. Ann, June 5th. School was opened by them, September 1st. The convent has since been greatly enlarged, and, in 1889, was made "Mother House and Novitiate" for the Pacific slope. It has a staff of twenty sisters, employed in attending to the boarding and day scholars. The attendance in 1893 was forty boarders and about three hundred day scholars, which latter number includes attendance at the boys' school and kindergarten school. At Cowichan Orphan Asylum, established October 10th, 1864, four sisters are employed; at New Westminster Hospital, established June 20th, 1865, six; at St. Mary's Mission, Matsqui, established March 19th, 1876, nine; at Nanaimo Day School, established May 15th, 1877, three; at Kamloops Mission, established May, 1880, three; at St. Ann's Hospital, Juneau, Alaska, established September, 1886, five; at Vancouver city, Sacred Heart Academy, established August, 1888, four; at Kossirifsky, Yukon territory, Jesuit missions, established May, 1888, eleven; at Keuper Island Industrial School, established March, 1891, three; at Kamloops Industrial School, established April 15th, 1893, three; at Boys' School, Victoria, two; at Kindergarten School, Victoria, one, assisted by a monitor.

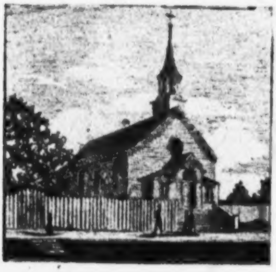
Bishop D'Herbomez.—When the diocese was divided in 1863, the mainland, together with Queen Charlotte, and other islands, was erected into a separate "Vicariate-Apostolic," under the jurisdiction of the Rev. Louis Joseph D'Herbomez (O.M.I.), who was consecrated Bishop, at Victoria, 9th October, 1864, with the Episcopal residence fixed at New Westminster. The diocese of Vancouver Island remained under the jurisdiction of Bishop Demers (of the secular order of priests). It was comprised of the Island of Vancouver, with certain neighboring islands, and included Alaska territory. Shortly after his consecration, Bishop Demers visited Europe, where he received promises from several ecclesiastical students, that, after their ordination to the priesthood, they would come and share his labors on the Pacific coast. "He further was provided with church ornaments, and all other requisites for the due celebration of the 'Holy mysteries.'" He returned to Europe in 1869, to assist at the general council. After his return from Rome, he continued to preside over his diocese, until his decease, July 28th, 1871.

Bishop Seghers.—The second bishop of Vancouver Island was the Rev. Charles Seghers. He landed at Victoria in November, 1863. Shortly after his arrival his health failed, and he suffered greatly from hæmorrhage of the lungs. When Bishop Demers was lingering in his last illness, Father Seghers was so extremely weak, that it was a matter of serious doubt which of the two, the aged bishop or the youthful priest, would first depart this life. Immediately after the death of Bishop Demers, Father Seghers began to recover his health. He was at first appointed administrator of the diocese, and on the 29th of June, 1873, was consecrated bishop.

St. Joseph's Hospital.—His first visit was to the south-eastern coast of Alaska; afterwards he made a prospecting tour of the west coast of Vancouver Island, accompanied by Father Brabant, who later on was appointed resident missionary priest at Hesquiat, which position he has filled to the present time (1894). In 1875, Bishop Seghers commenced the building of St. Joseph's Hospital. In 1879, he was transferred as archbishop, to Portland, Oregon.

Bishop Brondel.—The vacancy caused by the transference mentioned, was filled by the appointment of the Rev. John B. Brondel, pastor at Steilacoom, on Puget Sound, who became third bishop of

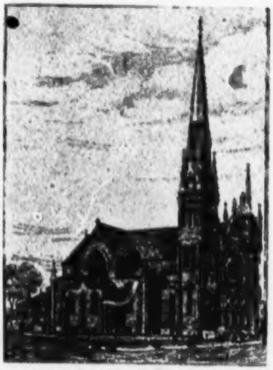
Vancouver Island diocese. He was consecrated in December, 1879. Next year Bishop Brondel paid a pastoral visit to the various missions of his diocese. He founded a new mission at Kayoquot. He then left for an extended tour to Europe. Shortly after his return, he was appointed Vicar-Apostolic of Montana.



OLD ROMAN CATHOLIC CATHEDRAL.

THE FOURTH (AS WELL AS SECOND) BISHOP.—That arrangement gave Bishop Seghers the opportunity, which he greatly desired, of returning to Victoria. This he did in 1885—again becoming bishop of Vancouver Island diocese, and counting as fourth bishop of the diocese He at once set about building a "palace" or residence for the clergy in Victoria. He visited the outlying missions, and established two new missions in Alaska—one at Juneau, the other at Sitka. On the 30th of May, 1886, he was invested with the "sacred pallium" (a consecrated vestment, composed of white wool, and embroidered with purple crosses, blessed by the pope, and sent by him as a mark of honor).

THE BISHOP ASSASSINATED.—On July 13th following, he proceeded to Alaska, accompanied by Fathers Tosi and Robant. Whilst in Alaska, sad to relate, he was assassinated on November 28th, 1886. His remains were brought to Victoria, but only reached there in 1888. They were interred in the crypt of the the cathedral. Bishop Seghers was greatly beloved by his congregation and much regretted. His large experience and genial disposition made him a favorfavorite with all classes. His untimely death was never thoroughly explained.



NEW ROMAN CATHOLIC CATHEDRAL.

BISHOP LEMMENS.—To succeed Bishop Seghers, the Rev. John Nicholas Lemmens, priest at Clayoquot, was chosen. He was consecrated FIFTH Bishop, on August 5th, 1888, in presence of one archbishop, four bishops, some thirty priests, and a very large congregation of laity. Bishop Lemmens was born June 3rd, 1850, at

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Schimmert, Holland. Since his arrival at Victoria he has been an active and zealous worker. In 1885, he established the Clayoquot Mission, on the west coast, and was resident pastor there until his consecration in 1888. He placed a resident priest at Comox, 1889. By his zeal and administrative ability, Alaska and the interior of the Yukon country has been supplied with priests and sisters; a magnificent new cathedral has been built (under the superintendence of John Teague, architect, who, in 1894, was elected Mayor of Victoria). The erection of the cathedral was commenced in 1890, and completed in 1892, at a cost of about $300,000. The edifice, built of brick, measures 150 feet by 85; its spire to the vane, 175 feet. The corner-stone was blessed and laid by Bishop Lootens, he being the oldest ordained Catholic clergyman in the Province. The interior of the cathedral is artistically decorated and finished. It was consecrated October 30, 1892. Bishop Lemmens paid a visit to Rome, in 1893, returning in May, 1894. He also visited his parents in Holland. On his return to Victoria, an enthusiastic reception was given him by his flock.

Separation of the Mainland.—It has been noted that the mainland was separated from the diocese of Vancouver Island, in 1863, and placed under the jurisdiction of Father Louis Joseph D'Herbomez, who was born at Brillon, France, in 1822. He entered the novitiate of the Oblate Fathers of Mary Immaculate (O.M.I.), at Nancy, and was ordained to the priesthood at Marseilles, in 1849, with instructions to proceed to Oregon. After a six months' voyage, *via* Cape Horn, he arrived at Fort Vancouver, in 1850; thence he proceeded to the "Mother House" of Olympia, the "cradle" of the Oblate Missions on the west coast, near where the town of Olympia now stands. In 1851, he was sent to establish St. Joseph's Mission amongst the Yakima Indians, but was recalled to Olympia in 1853, where he devoted the following five years, laboring among the Indians along Puget Sound (Diocese of Nisqually).

First "Vicar Apostolic" of the Mainland.—In 1858, he was chosen to succeed Father Ricard, as Vicar of Missions. Soon afterwards he transferred the missionary administration from Olympia to Esquimalt. There the vicar set to work to reach the natives wherever possible. A mission was founded at Okanagan. St. Mary's Mission on the Lower Fraser, was established in 1850, and schools for the natives were begun in 1862. Whilst thus engaged, he received the appointment of First Vicar-Apostolic of the mainland of British

Columbia, with the title of "Bishop of Miletopolis *in partibus infidelium.*" This title is a replication of a defunct office which formerly existed in the Catholic Church, in the northern portion of Africa, from which the bishops, etc., had been expelled by Mohammedans and other infidels. One of those titles was bestowed on Bishop Lootens, and another on Bishop Durieu.

SEE OF WESTMINSTER.—The Right Reverend Louis Joseph D'Herbomez received Episcopal consecration at the hands of Bishop Demers, and removed to the see at New Westminster. Soon afterwards the Oblate Fathers withdrew from Victoria, where they had founded St. Louis College—but afterwards built another college of the same name in New Westminster. The Young Ladies' Academy was also built under the direction of the Sisters of St. Ann; and at the invitation of the bishop the Sisters of Providence founded a hospital, and only a month previous to his death the Sisters of Good Shepherds founded a house for orphans, and a home and protectory for penitent women. After several years' illness, Bishop D'Herbomez died, June 3rd, 1890.

BISHOP DURIEU (SECOND BISHOP).—Bishop D'Herbomez was succeeded by the Right Reverend Bishop Durieu, who was born December 3rd, 1830, at St. Pal-de-Mons, France. He entered the Novitiate in 1847, was ordained priest in March, 1854, was sent to Olympia, labored amongst the Yakima Indians, was called to Victoria, sent to Okanagan, and in June, 1875, was appointed co-adjutor of Bishop D'Herbomez, titular Bishop of Marcopolis, and Vicar-Apostolic of British Columbia, with right of succession. He was consecrated at St. Mary's Mission, October 24th, 1875, by Bishop D'Herbomez, assisted by their Lordships, Bishop Lootens (titular Bishop of Castabala and Vicar-Apostolic of Idaho), and Bishop Seghers, of Vancouver Island. On September 2nd, 1890, by a decree of his Holiness Pope Leo XIII., the Vicariate of British Columbia was erected into a diocese, under the name of the "Diocese of New Westminster;" and by another decree of the same date, Bishop Durieu was transferred from the titular church of Marcopolis to the cathedral church of New Westminster.

THE CHURCHES AND CHAPELS of the diocese of Westminster number about eighty. The Catholic population only number about one-tenth of the city of New Westminster. They are in possession of a cathedral, a suburban church, a church for the Indians, a college for boys, an academy for girls, a hospital, an orphanage and house of refuge, a library hall and club-room for meetings, a society for men, and an altar society for ladies. For the accommodation of the Catholic population on the mainland, suitable churches, chapels and schools are provided by the Obiate Fathers, from Stuart's Lake on the north to Kootenay on the east, divided into the following parishes for the white population: Our Lady of the Rosary, Vancouver city; St. Louis, Kamloops; Mary Immaculate, St. Mary's Mission; St. Joseph's, William's Lake; Immaculate Conception, Okanagan; and The Sacred Heart, Port Guichon.

THE INDUSTRIAL SCHOOLS for Indian boys and girls have an attendance of about 150. Two schools are situated at St. Mary's Mission, one at Kootenay, one at Kamloops, and one at Williams Lake. In a late pastoral letter, Bishop Durieu claims "that no less than twelve thousand natives have been converted, and have attained a state of comparative civilization." His Lordship is assisted by fifty priests, clerics, and lay brothers, who, with one exception, are all members of the missionary order of O.M.I. There are in the diocese three religious communities of women, viz., the Sisters of St. Ann, the Sisters of Providence, and the Sisters of the Good Shepherd, having in all forty-five members.

CHAPTER XII.

ECCLESIASTICAL—METHODIST.

WORK WAS BEGUN by the Methodist Church missionaries in British Columbia, in 1859. The van was led by Rev. E. Evans, D.D., of Kingston University, the Revs. E. White, E. Robson, and Arthur Browning. The latter two were ordained in Toronto, on December 31st, 1858, immediately before they left for the Pacific coast. They travelled *via* New York, Panama and San Francisco, calling at Portland, and thence to Victoria, which they reached on February 10th, 1859. They made their first resting-place at the residence of Mr. J. T. Pidwell, a Cornish Methodist, afterwards father-in-law of the Hon. D. W. Higgins, Speaker of the Provincial Legislature, 1890–94.

DR. EVANS, THE PIONEER.—The first services by the missionaries were held in the old court-house, on February 13th, 1859, the morning service being conducted by Dr. Evans. The attendance was good—

collection, $27.80. The evening service was conducted by the Rev. Mr. White. The missionaries are welcomed to the colony by the Rev. E. Cridge, incumbent of Christ Church. Chief Factor Dallas, of the Hudson Bay Company, granted three city lots on which to build a church and parsonage. Subscriptions amounting to $3,000 were made towards the proposed buildings. The old church, becoming too small for the congregation, was sold along with the land for about $30,000; and vacated in 1891, when the new church, at the corner of Pandora Avenue and Quadra Street, was completed. It is built of stone, and cost, with furniture and land, $90,000. (See page 490.) The land is assessed at $8,000. The church buildings are exempt from taxation. The church was dedicated in May, 1891. The Methodist Church in Victoria and other centres of population increased rapidly.

GOVERNOR DOUGLAS LAID THE CORNER STONE.—The corner stone of the first Wesleyan Methodist church erected in the new colonies on the Pacific, was laid on the 15th August, 1859, by his Excellency James Douglas, C.B., Governor of her Britannic Majesty's colonies of Vancouver Island and British Columbia. The religious services connected with the ceremonial were conducted by the Rev. Ephraim Evans, D.D., of Victoria, assisted by the Revs. Edward White, of New Westminster, B.C.; Ebenezer Robson, of Forts Hope and Yale, B.C., Wesleyan missionaries, and the Rev. Wm. F. Clarke, of Victoria, Congregational missionary. Memoranda stating that the church was "the first Protestant church erected in these colonies, by voluntary subscription—that the site (corner of Pandora and Broad Streets) was presented by the Hudson Bay Company, and conveyed in trust to trustees, by Alexander Dallas, Esquire, acting on behalf of the Company, that some coin of the realm, and a copy of the *Christian Guardian*, of June 15th, 1859, published in Toronto, also other late papers," were deposited in a tin box. His Excellency, after the box with coin and papers had been placed into the cavity of the granite stone, at the north-west corner of the building, Mr. Wright, architect, assisting, took the trowel and gavel and completed the ceremony. Returning to the platform, his Excellency congratulated the Rev. Dr. Evans on the success attending his mission, the great acquisition which it was to the country, and referred to the progress made here within a brief period, where, but a few years ago all was desolation, and the Indian the only human inhabitant.

IN 1862, REV. D. V. LUCAS arrived from Canada to assist in the work. In 1893, there were five congregations in Victoria, exclusive of the Chinese Mission church (a handsome brick building), on Fisgard Street, and the Indian church (a wooden building), on Herald Street.

The Rev. Mr. Browning was stationed at Nanaimo. He preached his first sermon there on February 20th, 1859, and remained pastor of that place until 1860, when he was succeeded by the Rev. E. Robson, transferred from the mainland. The church at first erected, accommodated the congregation until 1890, when a much larger and commodious edifice was built. Another congregation was formed in the southern part of the city in 1892, and a church built. Mr. Browning now labors as an evangelist in Ontario. He left British Columbia in 1870.

The Rev. Dr. Evans, accompanied by Rev. E. Robson, left Victoria on the steamer *Beaver*, March 2nd, 1859, to commence pioneer work on the mainland. They reached Langley on the 4th, and held service there. Thence they proceeded in a canoe to Hope. Dr. Evans preached the first sermon at Yale on March 13th, and Mr. Robson preached at Hope on the same day. An Indian school was opened at Hope soon afterwards by Mr. Robson. He made Hope his headquarters, holding services at Yale and the principal mining camps on the Lower Fraser. Dr. Evans continued to preach in British Columbia until 1869, when he returned to London, Ontario. He died there in 1892. The Rev. Mr. Robson is brother of the late Hon. John Robson. He at present (1893) is pastor of James Bay Church, Victoria, and is now the only remaining clergyman in the Province of the pioneer Methodist missionaries. Mr. White returned east in 1871, and died at Montreal, in 1872. (See page 492.)

REV. E. ROBSON.

The British Columbia Methodist Conference was organized in 1887, and held its first session at Victoria, on May 11th of that year. The Rev. E. Robson was elected first president; Rev. Joseph Hall, secretary. Annual conferences have been held in turn at New Westminster, Nanaimo, Victoria and Vancouver. The eighth conference was held at New Westminster, May 10th, 1893—Rev. Joseph Hall, president; Robert R. Maitland, LL.B., secretary. At that conference the church membership was stated at 4,255—an increase of 225 since 1892; marriages solemnized by the Church during the year 1892, 216. The total amount raised for church purposes for

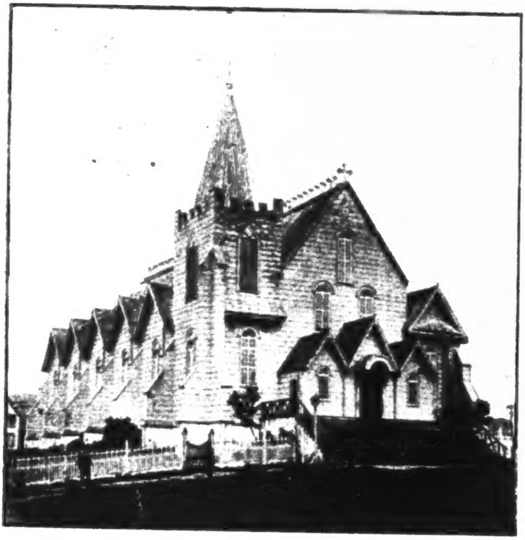
1893 was $58,787. The highest salaries paid to clergymen were $2,000 per annum respectively to the pastors at Victoria and Vancouver; the salaries of other pastors range from $1,500, downwards. The pastor at the Chinese Mission, Victoria, $1,200; the native missionary, at Vancouver (Liu Yick Pang), $540 per annum.

The established places of worship in 1893 were fifty-eight, viz.: Victoria district, 15 (including 1 at Victoria and 1 at Nanaimo for Chinese); New Westminster district 21 (including 1 each at New Westminster and Vancouver for Chinese); Kamloops district, 12 (including Kootenay and Cariboo); Simpson district, 10 (including Queen Charlotte Island and mainland coast, from Bella Coola to Naas and Upper Skeena). Ordained preachers, 27; probationers, 22; local preachers, 121.

The Rev. Thomas Crosby has been the most successful of the missionaries in connection with the Methodist Church in this province. He was a local preacher in eastern Canada until 1862, when he left for British Columbia to work among the Indians. In the spring of 1863, he commenced teaching an Indian mission school at Nanaimo. In six months he so far acquired a knowledge of the language that he could preach in it. In 1867, he became a candidate for ordination, and took a "circuit" in connection with the Methodist Church, extending down the coast among the Indians for one hundred and eighty miles, and up the Fraser River to Yale. In 1869, he had great success amongst the Flathead Indians. His success attracted the attention of his denomination, so that when a picked man was wanted to go to the tribes in the distant north, he was selected.

REV. THOMAS CROSBY.

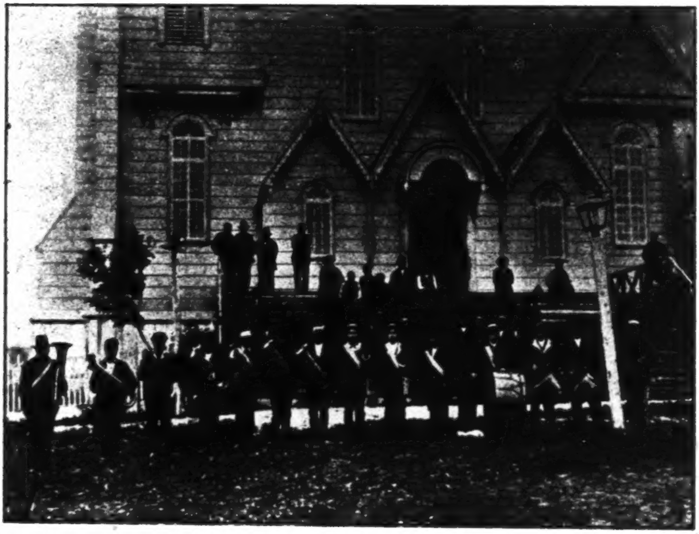
It was not until 1874 that the Rev. Mr. Crosby reached Fort Simpson. The people there had been visited by the Rev. W. Pollard, of Victoria, and urgent appeals had been made to the Church at Victoria for a permanent missionary. Mr. Crosby, on his arrival, found the natives ready to receive him. They had all renounced paganism. This state of affairs, Mr. Crosby admitted, was in a great measure due to the leaven of Mr. Duncan's labors as missionary of the Church of England Missionary Society at Met-lah-kat-lah. Mr. and Mrs. Crosby set themselves to work with great zeal. A village soon grew up. A church was built, in Gothic style, fifty by eighty feet in size, with buttresses, and a tower one hundred and forty feet high. Schools were successfully established. The day school in winter numbered about 120. The Sunday School was divided into three sections. Before morning service, Bible-classes were held, when the lesson of the previous Sunday was taken up, read and discussed. In the afternoon, the children were taken to the school-house, where lessons suitable to their understanding were given by Mrs. Crosby and Miss C. S. Knott. Mr. Crosby took the adults under his charge and used the church building as a school-room.



DUNCAN'S INDIAN CHURCH, MET-LAH-KAT-LAH. (*See page 342.*)

During the preceding two years about sixty dwellings were erected, having gardens attached. An annual industrial fair was also established by Mr. Crosby, at which premiums were given for the best specimens of carving in wood or silver, models of dwellings and canoes, best vegetables, best kept garden, best made window sash, panelled door, cured salmon. By this competition they were trained to be industrious and to excel. A "revival" took place at Fort Simpson during the winter of 1877-8. "Meetings were held for a number of weeks. Many flocked in from neighboring tribes and from the mission at Fort Simpson, as well as from that on the Naas River, the messages of salvation were carried in advance of the missionary into distant places." Upon the shores of the Naas, where for ages had been heard the rattle and wild howling of incantations of medicine-men, there were heard the sweet songs of Zion. Rev. Alfred E. A. Greene was appointed in charge of lower Naas Indian village in 1877. Mr. Greene also visited villages on Skeena. A native catechist was placed in charge at the forks of the river, as an English missionary could not be obtained.

Mr. Crosby extended his mission to Kit-a-mart, 150 miles south of Fort Simpson. Lumber to build a church was brought by the Indians in canoes. The most noted medicine-man of that place was Bella Bella Peter. He had been the leader of a secret religious society of man-eaters, who exhumed dead bodies, bit and pretended to eat them. He was among the first to join the mission. Bringing out all the implements of his sorcery, he burned them in the presence of his people. "For a long time his life was in danger; his old associates fearing he would expose the secrets of their craft and deprive them of their gains and power over the people, but counting



DUNCAN'S INDIAN BAND, MET-LAH-KAT-LAH. (*See page* 342.)

his life not dear, Peter continues to earnestly proclaim the truth as it is in Jesus, 'in season and out of season.'"

One of the head chiefs of the Bella Bella tribe resided at Bella Bella village, where a small meeting house had recently been erected. This chief, known as Bella Rella Jim, was a notorious gambler and drunkard. After a time he attended the church meetings, and gave up his gambling and drinking. He had long been intending to erect a new house, and make a great feast and "potlatch" for the neighboring tribes, that he might show his wealth. His plans were changed. He concluded to assist in building the chapel. The church having been built, he and his family became members. Mr. Crosby remains in charge of the Simpson Mission.

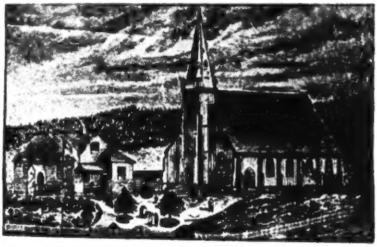
The latest established mission is that amongst the Nitinat Indians, in January, 1894, Rev. W. J. Stone, missionary in charge. Those Indians have hitherto been looked upon as the most untractable of any of the tribes on the west coast of Vancouver, and would not tolerate a missionary from any denomination to remain on their reserve. Now they have agreed with the Methodist Church Society to abandon their former pagan habits, with one reservation, viz., a farewell potlatch in 1894, to give them an opportunity of distributing the accumulated blankets, etc., which have been gathered under the former regime.

OLD METHODIST CHURCH, VICTORIA, 1859.

METROPOLITAN METHODIST CHURCH, VICTORIA, 1891.

For the accommodation and training of the natives belonging to the Flathead Indians, and other tribes, the Methodist Church Missionary Society have built and opened, in April, 1894, at Chilliwack, the "Coqualeetza Industrial Institute," which is the largest and most complete establishment of the kind in the Province. The Indian

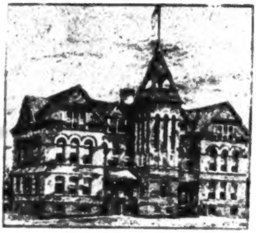
Superintendent, in his report, says of it: "Judging by the past work done in the old 'Home,' at that place by the society named, this institution promises well for the amelioration and general advancement of the Indians in that section. The structure is of brick, with three stories and basement, being 110 feet long by 62 feet in width. It will accommodate one hundred pupils, with a staff of eight or ten instructors."



INDIAN METHODIST CHURCH, FORT SIMPSON.

The basement contains dairy, laundry, play rooms, bath rooms, furnace rooms, etc. The ground floor provides for kitchen, pantry, dining-rooms for pupils and staff, sitting-room, bed-room and office for principal; also sitting-room for the lady teachers; bedroom for matron; sewing-room for girls, and reading-room for boys. On the second floor are schoolrooms, dormitories, bed-rooms and store-rooms. The third floor also is designed for dormitories, bed-rooms with closets, etc. The Dominion Government have already granted $5,000 towards the building.

The establishment is heated and ventilated by the "Smead-Dowd" system, which also provides for complete sanitary arrangements. The outbuildings consist of woodsheds, work-shop and commodious root-cellar; also a windmill and tank-house, on the bank of the Luck-a-kulk River, from which will be supplied water for the institution. Belonging to the institution are twenty acres of prime land, all under cultivation. The pupils will be instructed in farming, in all its branches, in carpentry, waggon-making, shoe-making, harness-making, cooking, sewing, and all useful domestic work, besides the several branches of education taught in public schools. It is a model industrial institute.



COQUALEETZA INDIAN INSTITUTE.

The building, outbuildings, furniture, etc., together with the land, cost about thirty thousand dollars. The present staff is: Rev. C. M. Tate, "moral governor;" Miss L. Clark, matron; Miss Smith and Miss Burpe, teachers; Mr. Pearson, mechanical and farm instructor.

The Rev. E. Robson was transferred from his pastoral charge, in Victoria, May, 1894, to take charge of this industrial institute.

The Columbian Methodist College was founded in 1892 by the British Columbia Conference. Its success during the first year was such as to justify the management in making extensions; four additional names were added to the teaching staff, and the courses of study revised and expanded as to meet the requirements of the country. The collegiate course at present covers the pass work of the first year in the Toronto University; and by a later arrangement, students at the New Westminster College will be able to pass examinations there which will enable them to receive the same standing as in those universities. Principal (1894), Rev. R. Whittington, M.A., B.Sc.; Lady Principal, Lucie H. Hurlburt, M.E.L.

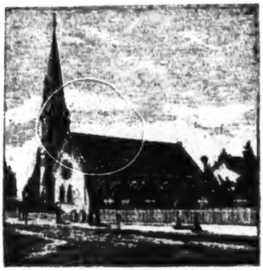
CHAPTER XIII.

ECCLESIASTICAL—PRESBYTERIAN.

The Presbyterian Church in British Columbia had its beginning as a mission field. The influx of gold-seekers to the Fraser River region in 1858, called the attention of both the home and Canada Presbyterian churches to the desirability of church organization on the Pacific coast. The British Government had by that time seen the necessity of forming a second colony west of the Rocky Mountains, viz., that of British Columbia. No Presbyterian missionaries, however, arrived until 1861, when the Rev. John Hall, of the Irish Presbyterian Church, was sent out to the colony of Vancouver Island, and commenced his labors at Victoria. A congregation was speedily organized; in 1862, a building lot was purchased for $1,100. In April, 1863, the foundation stone of the present church building was "well and truly laid" by the Hon. D. Cameron, Chief Justice of the colony. The building was completed with the emblematic "Scottish thistle" on the steeple, and dedicated in November, 1863.

A second missionary, the Rev. Robert Jamieson, was sent by the Canada Presbyterian Church, in 1862. He had labored for some years previously in western Canada, having been first sent thither by the Presbyterian Church of Ireland; but in 1861 he was selected as a missionary to British Columbia. He made his headquarters at New Westminster, then the capital of the colony recently formed. Mr. Jamieson preached there until 1864, when he removed to Nanaimo, on the arrival of the Rev. Daniel Duff, who supplied the pulpit at New Westminster and several neighboring stations which had been opened.

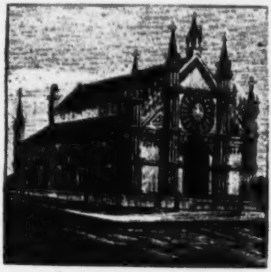
In Nanaimo the congregation first worshipped in the old courthouse. A church was built in 1866; a second building was erected in 1888; and in 1894 (February 11th) the present building was completed and dedicated. Mr. Jamieson returned to New Westminster, and was succeeded in Nanaimo (1869) by the Rev. J. Aitken. After the pastorate of Mr. Aitken had terminated (he returned to Ontario in 1872), the congregation, at its own request, was taken under the care of the Colonial Committee of the Church of Scotland. That committee sent out the Revs. William Clyde, A. H. Anderson and J. Miller, and continued to support the Church until Mr. Miller left in 1889. During the long vacancy which then occurred, the congregation dwindled to a small remnant. The Rev. D. A. McRae, a minister of the Presbyterian Church in the United States, was induced, on a call of the congregation, to take charge of the work, December 25, 1890. He was received, on application to the General Assembly of the Canada Presbyterian Church, and was installed pastor of St. Andrew's Church, Nanaimo, August 4th, 1891. The present church cost about $30,000 is a magnificent brick and stone church, with an auditorium and gallery capable of seating from nine hundred to twelve hundred persons.



FIRST PRESBYTERIAN CHURCH,

The First Presbyterian Church in Victoria continued in charge of the first missionary, the Rev. John Hall, for four years. During his ministry in Victoria, the Colonial Committee of the Church of Scotland sent out the Rev. Mr. Nimmo as their missionary. When Mr. Hall resigned his charge of the First Church with the view of removing to New Zealand (1865), by recommendation of the convener of the Colonial Committee of the Irish Presbyterian Church, Mr.

Nimmo was withdrawn. Mr. Nimmo returned to Scotland soon after the arrival of the Rev. Thomas Somerville, of the Church of Scotland, who had received and accepted a call from the Church in Victoria. For about a year after Mr. Somerville became pastor, Presbyterians and Congregationalists united under his pastorate; then, however, difficulties arose relative to church temporalities which led to a division, and resulted in the formation of a second congregation under the leadership of Mr. Somerville.



OLD ST. ANDREW'S CHURCH, 1868.

The second Presbyterian church, St. Andrew's, was commenced in 1868, the foundation stone having been laid, August 20th, with Masonic honors, represented by members of the six lodges belonging to the colony. Divine service was held in St. John's Church, the Rector, Rev. T. P. Jenns, officiating, and the sermon being preached by Rev. F. Gribbell, Grand Chaplain of the Order. After service the procession re-formed, and returned to the Masonic Hall, and adjourned till 2 p.m., when the Provincial Grand Lodge of Scotland was opened by the Provincial Grand Master of Scotland, Brother I. W. Powell, to make arrangements for laying the foundation stone of St. Andrew's Church. The procession was again formed, and preceded by the Volunteer Band, marched to the site of the new church, corner of Gordon and Courtenay Streets. The ceremonies were opened by prayer from the Provincial Grand Chaplain, Rev. Thomas Somerville, pastor of the new church, followed by the usual formalities of depositing coins and the scroll of the church containing its history in the cavity prepared for them, and the foundation stone was slowly lowered. The plumb, the level and the square were then applied by the proper officers. The grand master gave it three knocks, saying, "May the Almighty Architect of the universe look down with benignity upon our present undertaking and crown the edifice with success." Wine and oil were then poured upon it, and Psalm C. sung. The silver trowel used in the ceremony was presented to Dr. Powell. Engraved on it was this inscription: "Presented to I. W. Powell, Esq., M.D., Provincial Grand Master of British Columbia, by the minister and managers of St. Andrew's Church, on the occasion of laying its foundation stone, Victoria, V.I., August 20th, A.M., 5868."

The Grand Chaplain, Rev. Mr. Somerville, said that often before this, Masonry had marshalled her processions and stretched forth her hands in the service of religion; that it was at the building of a temple she had first come forth in her full strength and beauty, and that more than once she had applied the consecrating elements—the corn, to symbolize the teeming goodness of the great God; the wine and the oil, to remind them of their duties to the distressed, to express their desire that peace and prosperity might adorn the temple—that there was special interest attached to a church on a distant shore, where its pinnacles would gladden the eye of the stranger, where the weary would pause to seek rest, and the pilgrim supplicate protection from on high. As they were aware, their Church was one of the established churches at home, with equal rights and privileges, as secured by the treaty of the union between England and Scotland, but recent decisions of the House of Lords and Privy Council had wisely placed all churches—Methodist, Presbyterian and Episcopal—in an equal position in the colonies. He for one rejoiced in this, as it tended to dissipate the love of strife and promote the holy strife of love. He stated that they had been put in a position to build, after much patient effort; he was sure that the structure about to be erected would give no occasion for his countrymen to be ashamed of it, and hoped that if any had forgotten "the church of their fathers," they would now return as "doves to the window." The Hon. Chief Justice Needham, although he could not boast of belonging either to the Masonic fraternity or the Church to which they had rendered such interesting service, said that "he rejoiced to be present with so many of his fellow-colonists, and wished the minister, managers and congregation of the Scottish Church 'God-speed.' People talked gloomily of depression. He had been three years in the colony, and during that time had been present on three such occasions. If these, then, were the manifestations of decay, the more of them the better."

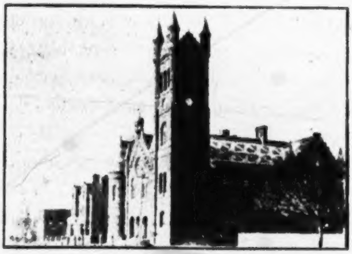
St. Andrew's Church was dedicated, April 4th, 1869, the Rev. Dr. Lindsley, of Portland, Oregon, and the Rev. William Aitken, of the First Presbyterian Church (formerly of Nanaimo), assisting. The cost of the building was about $11,000. Dimensions, 82 feet long, 52 feet wide, 54 feet high, to the top of the nave. H. C. Tiedman, architect, Hayward & Jenkinsons, contractor. Rev. Mr. Somerville returned to Scotland in 1870. He was succeeded by Rev. S. M. McGregor, who remained until 1881, and then returned to Scotland. The Rev. R. Stephen was the next pastor in charge of St. Andrew's Church.

He returned to Scotland in 1887. During Rev. Mr. McGregor's pastorate, he succeeded in obtaining liberal grants from the Colonial Committee of the Church of Scotland for Nanaimo and the outlying stations of Comox, Alberni, Langley, Nicola and the Victoria district, for the sustenance of the missionaries in charge, viz., Rev. Messrs. Clyde, McElmon, Dunn, Murray and Nicholson, respectively. The money expended by the Canada Presbyterian Church on the missions in British Columbia during the ten years 1861-71, was $22,248.

The union of the various branches of the Canada Presbyterian Church—the branch in connection with the Church of Scotland—in the Lower Provinces and the Maritime Provinces, which took place in Montreal June 15th, 1875, and formed what "should thereafter be known as THE PRESBYTERIAN CHURCH IN CANADA," eventually had its effect on the Pacific coast. The various Presbyterian churches in British Columbia became unified, and under the union were more prosperous. The growth of the city of Victoria fully warranted the liberal maintenance of the two existing churches. The First Presbyterian Church, after the division of the congregation in 1866, had, for nearly ten years, only a fortnightly pulpit supply by the Rev. Mr. Jamieson, of New Westminster. After the Episcopal church was destroyed by fire, the First Presbyterian Church was used by the Anglicans, until a new building was finished. The Rev. Mr. Cridge was also tried at an ecclesiastical court, held in the First Church building, when charged by Bishop Hills, for a breach of church rules.

The Rev. J. Reid became pastor of the First Church, in 1876, and was successful in his ministry, increasing the congregation greatly. He returned to England in 1881, and was succeeded by the Rev. Mr. Smith, who, after occupying the pulpit for a year, was succeeded by the Rev. D. Gamble. He remained for about a year, when the Home Mission Committee appointed the Rev. Donald Fraser, of Mount Forest, Ontario, to the pastoral charge. He arrived in August, 1884, and by skilful management the congregation so increased, that in eight months from the time of Mr. Fraser taking charge it became self-sustaining, and continued to pay him a liberal salary, contributed generously to the various church schemes, and wiped off in a short period a mortgage and floating debt of upwards of $5,000. In 1891, the church building was enlarged to double its former capacity, at a cost of about $8,000, the debt being so arranged that it could be easily carried until paid up. During Mr. Fraser's pastorate the communion roll increased to over 260. In the midst of his usefulness and success Mr. Fraser's health failed. He died in July, 1891, and was succeeded by Dr. Campbell, M.A., Ph.D., the present pastor, formerly of Owen Sound, Ontario. Dr. Campbell was inducted in 1892. He has so far been very successful in his ministry.

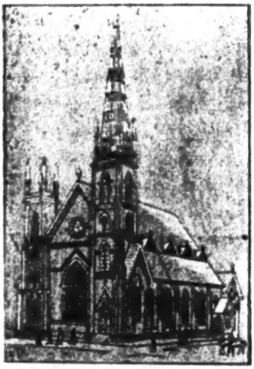
A vacancy of nine months followed in St. Andrew's, Victoria, after the retirement of Rev. Mr. Stephen. The congregation during that time, by its own request, was received into connection with the Presbyterian Church in Canada. A "call" was extended to Rev. P. McF. McLeod, minister of the Central Church, Toronto. It was accepted, the translation granted, and Mr. McLeod was inducted in March, 1888. The energetic efforts of the pastor, seconded by the office-bearers, members and adherents of the congregation, resulted in marked progress. The old church (1868) was considered unsuitable and inadequate, and a new building of modern architectural design was decided on. Its erection was commenced in the spring of 1889, and completed and opened for public worship in January, 1890. The membership increased in 1891 to 214. Every department of the Church was in active and vigorous operation. A salary of $3,750 was paid to Mr. McLeod.



NEW ST. ANDREW'S CHURCH, VICTORIA.

The death of Hon. John Robson in 1892, one of the leading officers of "St. Andrew's," together with the general financial depression which was taking place, and the accumulating interest and debt on the new building, brought about a revolution in the affairs of the Church. The result was Mr. McLeod's resignation in 1893. On leaving "St. Andrew's" a considerable number of friends and sympathizers went along with him, and essayed to form a third congregation. They worshipped in the discarded Methodist church building, Mr. McLeod officiating. After many meetings of Presbytery and appeal to the Synod of 1894, in reference to certain irregularities in granting certificates of membership, etc., the sanction of the Presbytery was obtained to organize the new congregation in the James Bay (south) district of Victoria, under the name of the "Central Church." Arrangements having been made for the temporary accommodation (numbering according to the petition submitted to the Presbytery, fifty-five members, and fifty-three adherents) to meet in the James Bay Public School rooms, the first service was held there, July 8th, 1894. The St. Andrew's congregation having heard several probationers, chose as Mr. McLeod's successor, the Rev. William Leslie Clay, of Moose Jaw, N.-W.T. He was inducted, June 21st, 1894.

Rev. D. McRae, who began his missionary work in 1886, in the country districts extending from North Saanich to Sooke, has since succeeded in forming a prosperous congregation on the west side of the city, of which he is pastor. In 1891, they erected a commodious brick building (St. Paul's). The congregation in 1894 consisted of sixty members and fifty adherents. On the east and north of the city the mission field had become of sufficient importance to warrant the Presbytery in ordaining R. G. Murison, in July, 1894, as pastor of Cedar Hill, Spring Ridge and Fernwood stations.


ST. ANDREW'S CHURCH, VANCOUVER.

Presbyterianism has, of late years, made rapid progress in British Columbia. The city of Vancouver has four churches with prosperous congregations. On August 3rd, 1886, the first Presbytery of Columbia was convened in St. Andrew's Church, New Westminster, with the veteran pioneer missionary, Rev. R. Jamieson, as moderator, and the following members: Revs. D. Fraser, T. G. Thomson, D. McRae, J. Chisholm, S. J. Taylor, J. A. Jaffray and Alex. Dunn; Alex. McDougall, Walter Clark and Fitzgerald McCleary, elders. Their first report to the General Assembly in 1887 gave nine ministers on the roll, forty-five churches and mission stations, 245 communicants, and $11,024 collected for church purposes. The report for 1893 showed twenty-three ministers on the roll, sixty-nine churches and mission stations, 2,168 communicants, and $59,751 collected for church purposes.

The General Assembly of 1887 subdivided the existing Presbytery of Columbia into three presbyteries, namely, Kamloops, Westminster and Vancouver Island; and added the Presbytery of Calgary, which included the territory of Alberta and westward into British Columbia as far as Revelstoke, on the Columbia River. This constituted a synod of four presbyteries, which held their second meeting in the First Presbyterian Church, Victoria, March 1st, 1893; and their third in Knox Church, May 2nd, 1894. The new Presbytery of Calgary reported, in 1888, the number of eight ministers on the roll, forty-nine churches and mission stations, with $4,379 contributed. The report for 1893 was: Fourteen ministers, eighty-one churches and mission stations, and $7,366 contributed towards church support.

CHAPTER XIV.

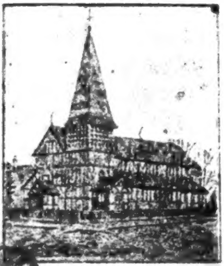
ECCLESIASTICAL—ANGLICAN.

Coterminous with the occupation of New Caledonia and Vancouver Island by the Hudson Bay Company, was the Episcopal Church service officially recognized by the Company, who employed as their chaplains clergymen of that Church. The first on record is the Rev. H. Beaver, at Fort Vancouver, in 1836; then the Rev. Robert J. Staines, at Fort Victoria, 1849, who was succeeded by the Rev. E. Cridge, in 1855. The Hudson Bay Company had a church built for Mr. Cridge (Christ Church, Victoria District), which was the only Protestant church in the colony from 1855 to 1859. At the opening of the first House of Assembly in 1856, Mr. Cridge acted as chaplain.

BISHOP HILLS.

In 1858, letters patent were granted by the Imperial Government, forming the colonies of Vancouver Island and British Columbia into a diocese, and appointing the Rev. George Hills, D.D., first bishop. He had formerly been Incumbent of Great Yarmouth and Honorary Canon of Norwich. He was consecrated in Westminster Abbey, February 24th, 1859. During that year he was actively engaged in preparing for the work of his new mission. Whilst in England he arranged to have an iron church constructed, so as to be ready to be set up on its arrival, at

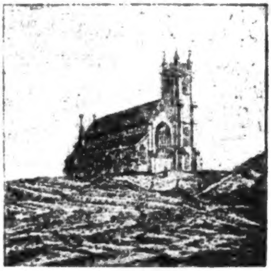
Victoria. It had seat-room for 650 persons, and was furnished with organ, bell and font, and east window of stained glass, which was the gift of friends. The original cost of the church was about $13,000. The church (St. John's) is still used as one of the city churches.



[illegible]T. JOHN'S (IRON) CHURCH.

Bishop Hills arrived at Esquimalt, January 5th, 1860. An address of welcome was presented to him during the month of January, signed by about eight hundred persons, and read by Rev. Mr. Cridge, who resigned his chaplaincy of the Hudson Bay Company soon after the arrival of the bishop. He was then duly licensed and officiated as dean. (See pages 329 and 332 as to salary, etc.)

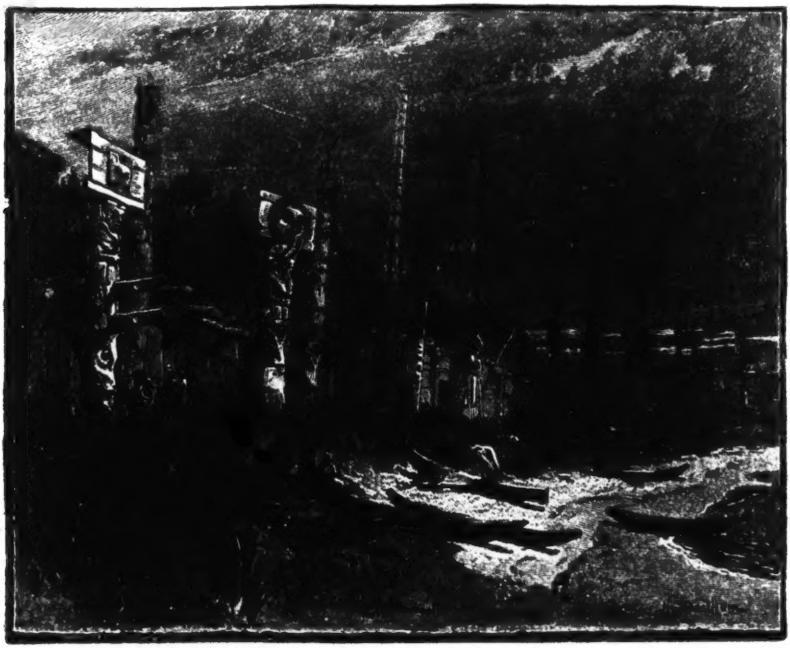
St. John's (the iron church which had arrived from England in March) was consecrated, September 13th 1860. Christ Church was constituted the cathedral of the diocese, in 1865. The first building was consecrated, December 7th, 1865. It was afterwards destroyed by fire. The present cathedral was consecrated December 5th, 1872. Soon after the consecration differences arose between Bishop Hills and Dean Cridge, which resulted in his secession from the Church of England, and organizing a Reformed Episcopal Church in Victoria.



CHRIST CHURCH, VICTORIA.

A diocesan synod was formed in 1875, consisting of Bishop Hills, the licensed clergy and elected lay delegates. The synod meets annually. The diocese was divided in 1879—Vancouver Island and the islands continuing under the name of the Diocese of Columbia; the southern part of the mainland became the "Diocese of New Westminster," and the northern, the "Diocese of Caledonia."

Bishop Hills resigned in 1892, and was succeeded by the Right Rev. William Willcox Perrin, D.D., who was consecrated in Westminster Abbey, March 28th, 1893. He arrived in Victoria, May 18th, 1893, and assumed the duties of his office as second bishop of the diocese. The present staff of the clergy under Bishop Perrin, is Archdeacon Scriven, and twenty others, including those in the cities of Victoria, Nanaimo and outlying districts. All the clergy except the archdeacon and rector of Christ Church are voluntarily supported. There is a Clergy Endowment Fund, raised by subscription, amounting to $30,000. An original endowment (£600 a year) was made by Baroness Burdett-Coutts for the bishop, and £400 a year towards the archdeaneries (see page 337). The same benevolent lady also presented a chime of bells to Holy Trinity Church, New Westminster. There is a mission fund in connection. There are twenty-eight churches, exclusive of school-rooms, used for service in the diocese. A missionary industrial school for Indians at Alert Bay, under charge of Rev. A. J. Hall, receives support from the Dominion Government. The appropriation for 1893 was $4,450. Angela College, Victoria, for girls, was built by subscriptions and is supported by fees. Returns for 1893-94 show communicants, 1,450; baptisms, 283; confirmees, 126; marriages, 73; burials, 86; Sunday School scholars, 1,255.



INDIAN VILLAGE, TOTEM POLES AND CANOES.

The Diocese of New Westminster was formed out of a portion of the Diocese of Columbia, in 1879. The first bishop, the Right Rev. Acton Windeyer Sillitoe, D.D., was appointed to the bishopric, and consecrated in 1879. He was a graduate of Oxford, and was English chaplain at Darmstadt, Germany, at the time of his appointment. He died, June 11th, 1894, at the age of fifty-four. A mandate was issued in July by Bishop Ridley, senior bishop of British Columbia, calling a meeting in Holy Trinity cathedral, New Westminster, October 3rd, to elect a bishop to fill the vacancy created by the death of Bishop Sillitoe. The Venerable Archdeacon, Charles T. Woods, summoned a special meeting of the Synod for the time and place mentioned. The Synod met as appointed, and the Rev. W. Hibbert Binney, M.A., rector of Wilton, Norwich, Cheshire, England, and son of the late Right Reverend Bishop of Nova Scotia, was unanimously chosen successor. The reverend gentlemen nominated were: Rev. W. H. Binney, vicar of Wilton, Cheshire, England; Rev. J. Cope, rector of St. Thomas, Ont.; Rev. H. H. Mogg, rector of Chittoe, Eng.; Rev. Dr. Langtry, Toronto; Canon Thornloe, rector of Sherbrooke, and Rev. Daniel Stine, principal of the Dorchester Missionary College, England. The vote stood: Binney, 13; Thornloe, 5. After the ballots the election of Mr. Binney was declared unanimous. The Bishop elect—second for the Diocese of Westminster—is a Nova Scotian by birth, and is thirty-seven years of age. He was educated at King's College, Nova Scotia, and at Oxford, England.

Y.M.C.A. BUILDING, NEW WESTMINSTER.

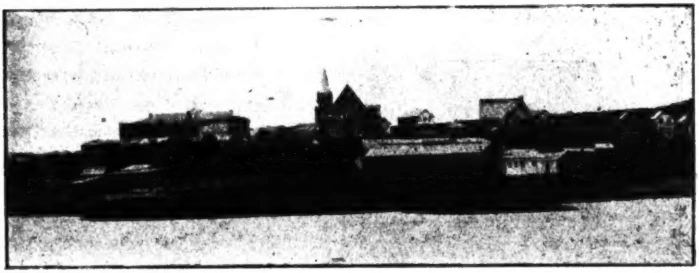
Christ Church, Hope, was consecrated November 1st, 1860; Holy Trinity cathedral, New Westminster (first church consecrated) December 2nd, 1860, was destroyed by fire; the second was consecrated December 18th, 1867; St. Mary's, Lillooet, consecrated September 21st, 1862; St. Mary's, Sapperton, May 1st, 1865.

THE DIOCESE OF CALEDONIA was separated from the DIOCESE OF COLUMBIA in 1879. The Right Rev. W. Ridley, D.D., was appointed Bishop of the new diocese. Soon after his arrival at Met-lah-kat-lah, on account of differences of opinion with Mr. William Duncan, an exodus of Indians took place; a large number of them following Mr. Duncan, departed to Annette Island along with him. The United

States Government, claiming the ownership of that island, granted a "Reserve" on it to Mr. Duncan and his followers. They established a village there and have been prosperous, although they have suffered great loss from fires since their settlement.

Bishop Ridley made Met-lah-kat-lah the See of the Diocese, and resides there in the premises formerly occupied by Mr. Duncan. The church built by the Indians under Mr. Duncan (see page 342) is still used by the bishop for worship. There is in the village a public school, a girls' home, a boys' home, a public hospital, with an attendant physician and matron; also an industrial school, and brass band.

In 1882-3, various industries were carried on under Mr. Duncan's management, such as sawing lumber by a water-mill under native charge, the manufacture of barrels for fish-curing, blacksmiths' work, and other mechanical arts. A salmon cannery for exportation of the products abroad was established and was successful. A factory for weaving cloth was also established, in which the young Indian women acquired great proficiency. Since Mr. Duncan's departure those industries have become languid, and some of them have entirely ceased. The neatly-built houses are, many of them, vacant, and the once sprightly and prosperous village is sadly dilapidated. The Bishop of Caledonia has the industrial school at Alert Bay under his supervision.



MET-LAH-KAT-LAH, WHEN IN CHARGE OF MR. DUNCAN.

CHAPTER XV.

ECCLESIASTICAL—BAPTIST.

The Baptist Church in British Columbia was not organized until 1877, when the Rev. William Carne, a graduate from "Spurgeon College," London, England, was chosen pastor. The congregation built a place of worship on Pandora Street. It has since been used as a temperance hall. In 1884, the congregation dissolved. Soon afterwards, however, twenty-three of the former members re-organized as the "Calvary Church," under the pastorate of the Rev. Walter Barss. The CALVARY CHURCH was built, and Mr. Barss continued pastor until 1887, when he was succeeded by Rev. M. L. Rugg, who officiated until 1891. After a short vacancy, the Rev. J. E. Coombs, in 1892, became pastor. He was succeeded in 1894, by the present pastor, Rev. Thomas Baldwin. The members of Calvary Church now number about two hundred. Two flourishing missions, Victoria West and Burnside, are connected with the Calvary Church, in Victoria.

EMMANUEL CHURCH.

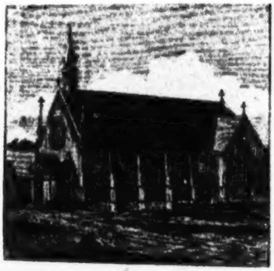
EMMANUEL CHURCH, at Spring Ridge, Victoria, was organized in 1886, from a mission of Calvary Church, with a membership of twenty-three. For the first two or three years the pastors of Calvary Church (Revs. Barss and Rugg) supplied the Spring Ridge pulpit. In 1889, the Rev. C. W. Townsend was chosen pastor. He also was a graduate of "Spurgeon College." A new church edifice was built and opened, March, 1893, under the pastorate of Rev. P. H. McEwen, the present pastor, at a cost of $10,000. Under his ministration the membership has increased to eighty-five. He was appointed in 1892.

In New Westminster, OLIVET Baptist Church was organized in 1880. No stated pastor was stationed there until 1886, when Rev. Robert Lennie became pastor, and the "first Baptist church" was built. Mr. Lennie officiated until 1889, when Rev. Thomas Baldwin succeeded him. A handsome brick building was erected during his ministry (enlarging the former building), at a cost of $12,000. The Rev. J. H. Best took charge of the congregation in 1891. The membership has increased to 250.

In Vancouver city, the "First Baptist Church" was organized in 1886. A building was erected in 1888, at a cost of $8,000. Rev. Mr. Kennedy, pastor—present pastor, Rev. C. Weir. The "Second Baptist Church" (Mount Pleasant) was founded in 1891—the Rev. C. H. Bantan, pastor. A third Baptist church was organized at Vancouver, in 1894.

The Baptists organized at Nanaimo in 1890, under Rev. C. H. Bantan, who was transferred to Vancouver city, in 1892. A new building was erected during Mr. Bantan's ministry, at a cost of $4,000. Dr. G. E. Good was chosen next pastor. In 1893 a congregation was formed at Mission City, and another at Chilliwack, but without stated pastors. The membership of the Baptists in British Columbia is computed to be about twelve hundred.

THE REFORMED EPISCOPAL CHURCH.



REFORMED EPISCOPAL CHURCH.

"THE CHURCH OF OUR LORD," as it is designated, was organized in 1875-6, by the Rev. E. Cridge, who came to Victoria in 1855, as Chaplain to the Hudson Bay Company, and District Clergyman. From 1855 to 1859, the Victoria District Church was the only Protestant Church in the colony. After the arrival of Bishop Hills, Mr. Cridge was appointed Dean, and continued to fill that office until 1874, when, owing to differences of opinion, a separation took place, which resulted in the formation of a new congregation. (See pages 332 and 465.)

MR. CRIDGE was elected Bishop at Chicago, in 1875, under the Pacific Coast jurisdiction. In 1876, he went to Ottawa to be consecrated, and thence to England to attend the "Free Church"

Convention. Governor Douglas and many influential members of Christ Church Cathedral (Bishop Hills) followed Bishop Cridge, and those yet remaining alive attend his ministry. The site for the Reformed Episcopal Church was granted by Sir James Douglas at the head of James Bay, nearly opposite the Christ Church, Cathedral. The congregation is vigorous, and branches of the Church have been formed at New Westminster and Vancouver city.

CHINESE MISSIONS.

As FAR BACK as '58 a few Chinamen were attracted to British Columbia by the ringing, far-reaching cry of "Gold, gold!" They were welcomed as good workers until the "eighties," when the building of the great trans-continental railway called for their labor, and induced them to come in such numbers as to provoke the jealousy of the then incoming whites.

This jealousy found expression in agitation for legislation to restrict or prohibit Chinese immigration. The agitation was so far successful as to secure a *per capita* tax of $50 on every incoming Chinaman, except a few privileged persons. They were also excluded from being employed on government contracts of any kind. By treaty right, however, Chinese are entitled to all the privileges of the citizens of the most favored nations.

As to their number, in round figures there are 9,000 in the Dominion, 7,500 of whom are in this province. Over 3,000 reside in the city of Victoria. The presence of so many idolaters, says a writer on the subject, shows, without controversy, that a responsibility grave and weighty, and a work which though, of necessity, both slow and difficult, yet big with destiny, is imposed upon us as a Christian people.

Three branches of the Christian Church have accepted that responsibility. The Methodist Church of Canada was the first to begin work among the Chinese. On February 4th, 1885, a school was commenced in Victoria under the direction of Mr. (now Rev.) J. E. Gardner, who is a proficient Chinese scholar, to which fact, coupled with his Christian zeal, no small measure of success of the mission is to be credited.

Up to the present, 137 converts from heathenism have been baptized in Victoria, 48 in New Westminster, 29 in Vancouver, and 11 at Kamloops. More than half the number have returned to China. The membership now is a little under 100 for the Province. Good reports have been received from many of the members who have returned to China. One has devoted himself exclusively to mission work among his own people there. Another interesting and successful department of the work is the "Girls' Rescue Home," Victoria. The Home was opened under Mr. Gardner's direction in the autumn of 1886. Since then thirty-two girls have been rescued from a life of slavery in its most terrible form. The history of each and every of these girls is more pathetic and thrilling than the romance and pathos of fiction. Not only on the positive side, but as a deterrent, the rescue work in the Home has been of incalculable value under the care of Mrs. and Miss Wickett.

The other missions in the Province are the Episcopal and Presbyterian; the former under the charge of the Rev. Mr. Lipscombe, and opened in December, 1891; the latter under the superintendency of Rev. A. B. Winchester, opened in May, 1892. These two missions are well organized, with a good staff of workers—chiefly voluntary—and with branch missions at all important points in the Province. As yet they have been almost wholly engaged in substructive building. From the influence of these missions upon the Chinese reached by them, it is evident that by kindness much more than by legislation—not to speak of the lawless and inhuman treatment to which they are frequently subjected—is to be found the true and permanent solution of the great Chinese problem.

The words of Sir Charles Elliott, the present Lieutenant-Governor of Bengal, spoken recently at Calcutta, are worthy of the most thoughtful consideration in this connection. He said: "The Government of India cannot do much. . . . It can bestow education on the masses, and can even offer, with a doubtful and hesitating hand, a maimed and cold code of morals. But it can go no further, and there its influence stops. Consider what a vast hiatus this stoppage implies. Government cannot bestow upon the people that which gives life its color, and to love of duty its noblest incentive; it cannot offer the highest morality fortified by the example of the divinely perfect life. It is here that the missionary steps in to supplement the work of the official. . . . I make bold to say that if missions did not exist, it would be our duty to invent them."

An independent missionary is working in Victoria among the Chinese—Mr. Brodie. His work, however, is more private teaching than any larger effort.

THE SALVATION ARMY.

This organization began its operations at Victoria in 1887, with what they called an "attacking force" of four officers. In 1894, they report a "fighting force" of three hundred enrolled "soldiers and recruits." The officers in British Columbia are, Adjutant Archibald, District Officer; Captain Massecar, Victoria corps; Captain Rennie and Lieutenant Corlett, Vancouver corps; Captain Patton and Lieutenant Thomas, Nanaimo corps; Captain Smith and Lieutenant Gooding, New Westminster corps; and Captain Jarvis and Lieutenant Normar, outriders. Herbert H. Booth, Commissioner for Canada and Newfoundland.

The "Army" holds, on an average, 145 meetings monthly in the open air, besides their regular meetings held at the "Barracks" nightly. The total attendance at the inside meetings, May, 1894, was 26,078. Victoria is the district headquarters of British Columbia. A commodious barracks has been erected in Nanaimo, and efforts are being made to erect suitable buildings at Victoria, Vancouver and New Westminster, for the accommodation of the respective corps. The *War Cry* circulation for May amounted to 8,200, which does not include *The Young Soldier* (the children's paper) nor the monthly periodical, *All the World*, each of which has a large circulation. There is a good brass band connected with the Army at Victoria. At Vancouver a "Poor Man's Shelter" has been provided. A steam launch is to be secured for mission work along the coast. In the interior of the country the Army has two outriding centres, officered by men who visit some twenty places, and hold meetings in the mining districts and smaller villages. In the "Rescue Home," in Victoria, there are ten inmates under the charge of Ensign Fitzpatrick and Captain Heaslip.

THE CHURCH OF THE JEWS.

THE ANCIENT CHURCH has a commodious synagogue in Victoria. Their regular worship is conducted by a rabbi. The services are well attended; the congregation, however, is not as large as when the church was first established early in the "sixties."

CHAPTER XVI.

VISIT OF THE GOVERNORS-GENERAL.

Lord Stanley of Preston.—The Governor-General, Lord Stanley of Preston, accompanied by Lady Stanley, visited Vancouver city in October, 1889. They were loyally and enthusiastically received, addresses were presented, and a ball was given in their honor. A drive was taken through the new public park, which was named "Stanley Park," after his Excellency. At New Westminster addresses were presented. The vice-regal party greatly appreciated the hearty manner in which they were received.

LORD STANLEY.

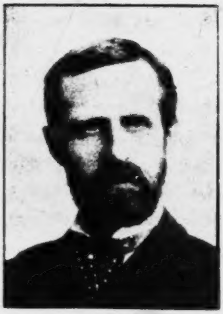
Crossed the Gulf of Georgia.—Lord Stanley proceeded to Victoria, November 1st, on H.M.S. *Amphion*. At the outer harbor the party was transferred to the government steamer *Sir James Douglas*, since superseded by the iron steamer *Quadra*. The Governor-General and party were cordially welcomed by a large number of the citizens who had assembled to greet them on landing. Arrangements had been made that their Excellencies should drive to Government House, where they became guests of Lieut.-Governor Nelson. The rest of the vice-regal party were guests at the Driard House.

A Civic Banquet.—The Governor-General was entertained at a civic banquet in the evening. He is reported as having made a "superlative speech, congratulating the Victorians on their loyalty; the vast resources of their territory; their forests, mines and fisheries; eulogized the grand enterprise of the Pacific Railway, and briefly sketched the wonders witnessed on his trip. In the closing peroration his Lordship cast a horoscope of the Dominion of Canada from the Atlantic to the Pacific."

LIEUT.-GOVERNOR NELSON.

Mishap to the "Amphion."—The party commenced their return trip from Victoria on November 6th, on board the *Amphion*; but in a dense fog the vessel struck a rock on an island, about twenty-five miles out. The ship at once returned to Esquimalt, and narrowly escaped sinking before making the dry-dock. The Governor-General and party were obliged to remain at Victoria until another steamer could be procured. With the exception of the misfortune mentioned, the trip was a most enjoyable one.

Following the example of his predecessors in office, Lord Dufferin, the Marquis of Lorne, Lord Lansdowne, and Lord Stanley of Preston, the Governor-General of the Dominion of Canada, **Lord Aberdeen**, visited British Columbia, in November, 1894. His Excellency is the sixth earl who has worn the title, in descent of the line of **Gordons**, famous both in war and statesmanship. His Excellency was accompanied by the Countess and Lady Marjorie and the Hon. Archie.



EARL OF ABERDEEN.

COUNTESS OF ABERDEEN.

The Countess of Aberdeen.—Lady Aberdeen is daughter of the late Sir Dudley Coutts Marjoribank—afterwards created Lord Tweedmouth—who, for a number of years, was the active head of the great banking house of Coutts. Lady Tweedmouth, her Excellency's mother, was a daughter of Sir James Hogg, and a woman of great beauty and talent. The family seat is at Berwick-on-Tweed, but little Ishbel's home was in Guisachan, Inverness-shire, a wild romantic spot nestling at the head of a lovely mountain strath.

Early and Abiding Love.—It is stated that "Lord Aberdeen met his gifted wife when she was only eleven years old, soon afterwards she fell in love with him, and from that day to this she has never wavered in the wholehearted devotion which exists between her and the man who afterward became her husband. They were married in 1877. They have had five children, four of whom are living. The second daughter died in infancy. Lord Haddo, the Hon. Dudley and the Hon. Archie are the boys, while Lady Marjorie, who is only thirteen years old, is the only surviving daughter. Lady Marjorie has the distinction of being the youngest editor in the world, and her little monthly, *Wee Willie Winkie*, is an almost ideal specimen of a child's paper."

THEY TURNED SOUTHWARD.—On reaching Revelstoke, the vice-regal party left the main line of the Canadian Pacific Railway, and proceeded to Vernon city, where they were received by a large and enthusiastic crowd. On the arrival of the train it was boarded by Mayor Martin, and as he emerged from it accompanied by the distinguished visitors, the city band played "God Save the Queen." An address was read by the city clerk, to which his Excellency replied in a most pleasing and graceful manner. He said "he was delighted with the hearty assurance and confidence of the people, and observed that the progress of the district had not been by leaps and bounds, but by steps. Sustained effort is, as a rule, necessary for the attainment of any real success." His Lordship said: "We do not want to be circumscribed by old-time notions, nor do we want boastful exaggerations; we want steady, firm, and industrious progress."

BOUQUETS OF FLOWERS PRESENTED.—Miss Enid Ireland, at the conclusion of the speech, presented Lady Aberdeen with a bouquet of cut flowers; and little Myra Ellison made a similar presentation to Lady Marjorie. A reception and lunch took place at the Kalamalka Hotel, Mayor Martin presiding, the invitations being limited to the city officials, the clergy and the local magistrates, with their wives. The toasts were the Queen, the Governor-General and Lady Aberdeen, and the Army and Navy.

ADDRESS FROM THE PIONEERS.—After luncheon his Excellency was presented by Mr. A. L. Fortune with an address on behalf of the pioneers of the district. In his acknowledgment Lord Aberdeen paid a warm tribute to the agricultural capabilities of the district, as well as to the qualities of the people by whom it was settled.

A RECEPTION was held in the afternoon in the court room. The ceremonies were conducted by Mayor Martin. About two hundred ladies and gentlemen availed themselves of this opportunity of meeting the Governor-General and the Countess of Aberdeen. "All classes of citizens were represented, and they will doubtless long retain pleasant memories of the gracious and kindly manner in which they were received by the distinguished and honored visitors."

BEFORE LEAVING FOR COLDSTREAM RANCH, their Excellencies visited the home of William Martin, where they met Mrs. McIntyre, his mother-in-law, an old Scotch lady of over ninety years, with whom they conversed for some time on affairs connected with Inverness, the home of Mrs. McIntyre's youth.

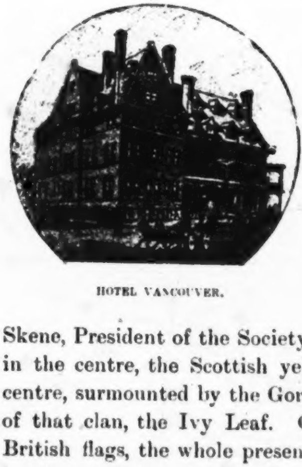
THEY ENJOYED THE KOOTENAY COUNTRY.—Lord and Lady Aberdeen remained some days in Okanagan, and enjoyed country life on their thousand-acre fruit ranch. Before leaving for the coast, Vernon public school was visited and "the pupils addressed by his Excellency, in a sympathetic speech. He moved that a whole holiday be granted to the children at an early date. The motion was put by the teacher, Mr. Hoidge, and it was carried unanimously. On behalf of the girls of his division, Mr. Hoidge presented Lady Marjorie with a photograph of the school, and said that many of the girls had already become acquainted with Lady Marjorie through the columns of her paper, *Wee Willie Winkie*."

THE MAPLE LEAF.—Lord Aberdeen thanked the girls on behalf of Lady Marjorie, for their present, after which the school sang, in a very effective manner, a verse of the "Maple Leaf." The first part of the verse was sung sitting, but when the last lines were reached, at a signal from the master, the children sprung unexpectedly to their feet, waving maple leaves and small flags, and producing a very pretty tableau.

THEY REACH VANCOUVER CITY.—The vice-regal party reached Vancouver city on Wednesday afternoon. Thousands of people lined the streets and crowded the railway station to welcome them. When the Governor-General alighted from the train the guard of honor presented arms. A royal salute was fired from H.M.S. *Royal Arthur*, and as the carriage containing the honored guests drove off to the Hotel Vancouver, the band played the National Anthem. The flag-ship, the *Empress of Japan*, all the ships in port, and the principal buildings of the city were decorated with flags.

ADDRESSES AND REPLIES.—On arriving at the hotel his Excellency and the Countess appeared on the balcony. They were greeted with most enthusiastic cheers. An address was presented by the City Council, one from the Board of Trade, and one from the St. George's Society. To each Lord Aberdeen replied, remarking amongst other things, that "while some other cities in the States and Canada had been retrograding owing to dull times, Vancouver had been forging ahead in spite of everything. Many great improvements were noticeable."

Halloween Banquet.—The report given by the Vancouver *World* of the banquet, says: "Halloween was never, perhaps, celebrated under such auspicious circumstances as that of Wednesday evening, when Vancouver was graced by the presence of his Excellency the Governor-General, Lord Aberdeen, who was the honored guest of the St. Andrew's and Caledonian Society, at the elaborate banquet held at Hotel Vancouver. Towards the hour of 8.30 p.m., the bonnie tartans of gallant Scots, the white fronts of dress suits, sprigs of heather in button-holes, uniforms and undress, etc., were among the characteristics of those wending their way towards the banqueting hall. In the hall all was animation, the light and color lending to the scene a gay appearance. Braw lads in kilts promenaded with bagpipes, the vestibule, reading-room and other portions of the building."



HOTEL VANCOUVER.

The Festive Board.—Some one hundred and sixty gentlemen sat down at the festive board. Decorations were not numerous, the only attempt at display being noticeable behind the seats of honor occupied by W. M. Skene, President of the Society, and his Excellency. Here was seen, in the centre, the Scottish yellow flag, with a lion rampant in the centre, surmounted by the Gordon tartan, entwined with the emblem of that clan, the Ivy Leaf. On either side were the Canadian and British flags, the whole presenting a pretty effect, and thoroughly in keeping with the occasion.

Tasteful and Happy Arrangements.—The tables had been spread by a master hand, and with great taste; whilst each guest was given a handsome little "button-hole" of heather and ivy, with the Gordon ribbons, the handiwork of the Misses Skene. Seats had not long been taken, when the pipes struck up and three pipers made their appearance at the entrance of the dining-hall. His Excellency appeared, dressed in full Highland costume. Accompanied by a number of gentlemen, he made his way to the head of the table, the guests all standing until he was seated. At the cross table, seated at the right of the chairman, were his Excellency, Sandford Fleming, C.M.G., Rev. E. D. McLaren, Captain Urquhart, and others; on the chairman's left were seated Mayor Anderson, W. H. Mercer, H. Abbott, Judge Bole, G. R. Major, Chief Engineer Bennett, of H.M.S. *Royal Arthur*, and others.

THE GREAT CHIEFTAIN.—Rev. E. D. McLaren asked a blessing for the food to be partaken of. When that interesting stage of the *menu* was reached—the Scottish Haggis, "Great Chieftain o' the puddin' race,"—it was borne through the hall, with musical honors, amid the clapping of hands and other manifestations of approval. After the thoroughly typical Halloween dinner had been fully enjoyed, the chairman read an address to Lord Aberdeen from the officers and members of the Society, offering his Lordship a cordial welcome on this his first visit to the Province in the capacity of Governor-General of Canada.

ANCIENT AND NOBLE LINEAGE.—They welcomed him "as the representative of our beloved and honored Queen, and further as one who, by his personal character, had maintained the honor and added to the lustre of an ancient and noble lineage, and who, by the many acts of his public life, and the manner in which he had discharged the arduous duties of those exalted offices to which he has been called, is so eminently fitted to occupy the highest position in the Dominion.

"As Scotchmen, we feel a personal honor in your occupancy of the governor-generalship, assured that the keen interest which you have at all times shown in the well-being of all classes of the community, your ready sympathy with distress, and your untiring efforts in the cause of Christianity and philanthropy, cannot fail to maintain and augment that influence and respect already won by our countrymen in Canada.

"To Lady Aberdeen also, we would extend a welcome, rejoiced that one so high in attainments, and so well beloved by reason of her unceasing and earnest endeavors to ameliorate the condition of the peasantry, and to further every good and noble work, should share with you the highest honors in our land. And it is our earnest prayer that your stay in Canada may be a happy one for yourselves and your family, and fraught with blessings for the Dominion.

"(Signed), W. M. SKENE, *President;* L. FULLARTON, *Vice-President;* J. B. SMITH, *Secretary.*

"Vancouver, B.C., October 31st, 1894."

Our Noble Guest.—The Governor-General, responding to the toast, "Our noble guest," feelingly said: "I am impressed, deeply impressed and gratefully impressed, too much so, indeed, for a speech for this welcome, this truly Scottish greeting. I can assure you that whether I succeed in impressing upon you in any manner my appreciation, that sense of appreciation is deep and permanent. I consider myself very fortunate in having been able to arrive in time for this festive and truly Scottish gathering. I may venture to say that if there is no 'chiel amang us takin' notes'—(laughter)—that I was to some extent guided and influenced in making my travelling arrangements by the fact that I received the invitation of the Scotchmen of Vancouver to be present, if possible, on Halloween. I am glad, gentlemen, that it is truly Halloween, that we are observing the festival on the actual date. I am glad for more than one reason. We all know that the Scotch people are modest in their disposition—(laughter)—but there are, however, one or two occasions in the year, so to speak, when they are unmuzzled, and on these occasions we do express our thanks that we are of Scotch extraction. We do not, it is true, in season and out of season, seek to impress the fact upon our friends who are less fortunate in that they are not Scotch—(laughter); nevertheless we do consider it a privilege and a duty to recognize and celebrate this circumstance of our nationality. We are glad to meet to-night, when we can exchange greetings, but yet we should be cautious. Of course I am all the more glad, because I know that all Scotchmen are cautious. A Governor-General should always be especially careful in speaking in public, which is probably one reason why they endeavor to get a Scotchman to be Governor-General. I feel there is much need for cautiousness. Since my arrival in Canada I have got into quite hot water. It was on the occasion of my replying to an address from some Scotch friends. Probably I forgot myself on that occasion. I was rash enough to say, in referring to Lady Aberdeen, that she disclaimed having any but Scotch and Irish blood in her veins. I received a letter remonstrating, in which I was told that I would find myself in a very serious position with my English friends. I was puzzled, because I had always thought that the only people who could not understand a joke were the Scotch people. I must confess I am very pleased that this circumstance did not get to the ears of the Sons of England Society in this city, or else I might not have received their very agreeable address."

His Excellency made a happy reference to the thoughtfulness of the decorators for the place which the ivy leaf occupied upon the Gordon tartan. In speaking of the heather which was distributed around the table in neat "button holes," he said: "I may say, too, that this heather is from Craigellachie, the original Craigellachie. I hope this time there was no difficulty with the Customs, as there was on a former occasion, when the Canadian Customs wished to charge duty upon the heather. (Laughter.) Such a combination of the national emblem and the kind thought of the family badge in my own case is certainly an additional feature of interest. When I speak of family traditions I cannot help alluding to those extremely more than kindly lines which the chairman quoted. I had already had a glimpse of those verses, and while I considered them undeserved they would be in more senses than one an incentive and a stimulus to me to be in some sense worthy of the sentiment expressed. I hope my family traditions will enable me to hold at least a sympathetic attitude on various matters."

The Governor-General concluded by again thanking the members of the St. Andrew's and Caledonian Society for the kindly sentiments expressed by them to Lady Aberdeen in the address presented to himself. "The last I saw of my wife and bairnies twa this evening," said he, "the bairns were endeavoring to get a bite out of an apple strung from the ceiling, so you see they are not forgetting Halloween any more than we."

He finished, amid great applause, by expressing hearty wishes for the welfare of the Scottish Society of Vancouver.

THE LAND O' THE THISTLE.—Several excellent speeches followed in reply to the toasts of the evening. Speaking to "The Land o' the Heather," Rev. G. R. Maxwell said:

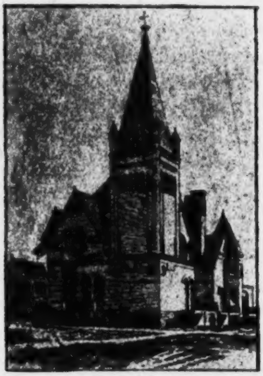
"I believe it is true that only a Scotchman can understand a Scotchman, and believe it is further true that it requires a man to be made in the peculiar mould in which a Scotchman is cast in order to understand Scotland. But, sir, I feel inclined to kick against the pricks, to raise the standard of revolt for which we are distinguished. Why? Imagine such an immense subject, and such an infinitesimal amount of time! We talk about "guid gear ganging in little bulk;" but if I can compress Scotland into five minutes, I am afraid that in so doing we shall shear Scotland of her immortal glory, and there would be another wrong added to the number which we suffer at the hands of Ireland and England. . . .

"In the Highlands, in spite of their bleakness, the Highlander has given us an extreme energy of virtue. Out of the ivory palaces of the one [referring to India] have come treachery, cowardice, idolatry, etc., while out of the peat cottages of the other have come faith, courage, self-sacrifice, purity and piety. Gentlemen, as a Lowlander, I join with all my heart in honoring the race of our Highlands, and while they have 'went a kennin' wrang,' as, for instance, when they cast covetous eyes on our cattle, yet Britain's heroes are Scotland's heroes, and while the memory of a great battle survives, while the remembrance of brave, daring deeds live, and even when Tennyson's vision will have become an accomplished fact, viz., when the war drums shall throb no longer, and the battle flags are furled, even then Scotland shall, through her heroic Highlanders, find an honored place among the nations of the world. . . .

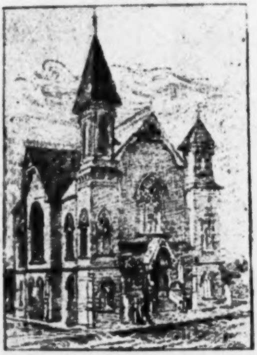
"But what of the songs? Ah, me, what an abundant harvest has Scotland given to humanity! She cannot boast of immense rolling prairies; she has no Fraser River, and has little of that wealth the Kootenays or Golden Cariboo River are supposed to possess. She has no horn to toot so far as these things are concerned. But tell me, has she not some things compensating for the absence of such—in the songs that are ever reaching our hearts? . . .

SCOTLAND.—"She has given us a faith; given us songs; given us philosophy; given us men and women fit to sit in the temple of fame beside those of any race; given us deeds heroic that never shall grow old, but will, through all ages, burn and shine with soft effulgence. That glorious heritage is ours. What will we do with it? We talk of old men dwelling in and of the past. Has our toast this evening nothing to do with us, but what belongs to the past? Is our history ended? Have we heard the last of Scotland? Gentlemen, I rejoice to-night that there are signs and indications that the new Scotland is living and active. We are proud of our statesmen—that one of these, the Earl of Rosebery, has lived to clutch the golden keys and is now moulding a mighty state's decrees and shaping the whisper of the throne; and it is peculiarly pleasing that we have the worthy son of a worthy race our guest this evening, the Governor-General of Canada, a land regarded as one of the brightest jewels in the crown of Britain."

THE LAND WE LIVE IN.—In rising to propose "The Land of Our Adoption," Rev. E. D. McLaren said: "Your Excellency, Mr. President and Gentlemen,—I must crave the liberty of making a slight change in the wording of the text I have the honor to propose. I am not like the Irishman, who said 'he had been born in Ireland, but that he could have been born in England had he liked.' I was born in Canada, and for this reason, a reason that probably applies to others as well as myself. I venture to propose 'The Land We Live In,' instead, and although I am speaking to many who first saw the light in lands older and more influential, and far richer in scenes of historic interest than this young Canada of ours, to men who point with patriotism to the Thistle of Scotland or to the Rose of England, to the Shamrock of old Ireland or to the white Lily of France, I am sure all will join with heartiest good-will in drinking to the continued and increasing prosperity of the land of the Maple Leaf. It is peculiarly fitting that this toast should be duly honored at a banquet that is graced by the presence of his Excellency the Earl of Aberdeen. Perhaps the gravest of the dangers that beset the pathway of our national career is the danger arising from the heterogeneous character of our population; from the racial and religious differences that prevail amongst us; in the genealogical trees of our honored guest and of his noble spouse we find represented three out of those four great nationalities that have contributed to the formation of our young national life. If the diverse elements that have been thus brought together in this new Britain are to be prevented from splitting our country into contending factions and giving rise to an endless series of jarring claims, they must be fused in the intense flame of a common love. When I regard what has taken place in the families of the head of the Gordon clan, it is a sweet and beautiful prediction of what should occur in



FIRST PRESBYTERIAN CHURCH, VANCOUVER.

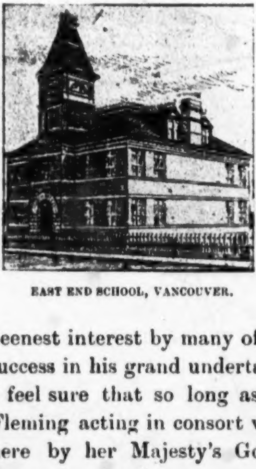


HOMER ST. METHODIST CHURCH, VANCOUVER.

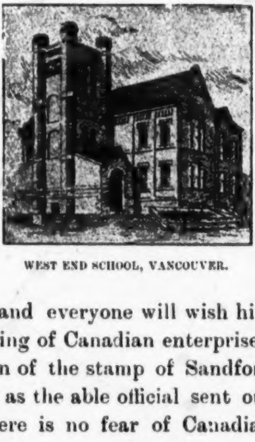
the national history of Canada. May we not consider their Excellencies' sojourn among us as a happy augury of the amalgamation of the diverse aims and conflicting interests which exist from 'Nova Scotia's misty coast to far Columbia's shore.' . . .

A Glorious Land.—"The land we live in is a glorious land, and we do well to reckon up with grateful pride the many elements of our magnificent natural heritage, and chief among these may be mentioned our vast extent of territory, bounded by three oceans, about equal in area to the whole continent of Europe; our vast agricultural and mineral resources, the immense wealth stored up in our forests and in our fisheries; the indescribably grand scenery of majestic mountains, stately rivers, noble lakes, and the wild primeval forests; and last, but not least, our rich inheritance of a broad, many-sided culture which is the product of the thought and toil of a thousand years. It is true, of course, that in some respects the progress of Canada has not been so rapid as we could have desired, and yet how marvellous are the results that have already been brought about. There are many still living who can remember when the Gulf of St. Lawrence was the only means of communication between the provinces of Upper and Lower Canada; when west of Lake Superior there was a lone land stretching in vast plains to the foothills of the Rocky Mountains; when this far-off Province of British Columbia was a country by itself, only to be reached by a tedious and dangerous journey of many months. To-day the gaps are all filled up. Canadians join hands all the way from the Atlantic to the Pacific; population, wealth and learning have steadily increased, and scattered provinces with their petty jealousies have been consolidated in that magnificent confederation that stretches from ocean to ocean. Over the delicate electric wire Vancouver whispers into the ear of Halifax, and East and West are brought face to face by means of that long, narrow, two-fold band of steel which is both a symbol of our country's unity and the means of making that unity ever more complete by bringing the widely separated provinces into closer touch with one another. It is our great natural highway, which will always have associated with it the name of a distinguished engineer whom we have the pleasure of having with us, as one of our guests, Mr. Sandford Fleming."

Canadian Enterprise.—Mr. H. O. Bell-Irving having been called on to propose the toast, "Canadian Enterprise," did so fittingly, and led up to the guest, whose name he coupled with it, Sandford Fleming, C.M.G. In doing so he paid him a tribute as a man who had done much towards the development and advancement of the Dominion. He has, the speaker said, been intimately connected with many of its great enterprises. He had taken a leading part in the building of the great Canadian Railway across the continent, through the great prairies and across the great mountains. He now undertakes to span the Pacific Ocean with a cable. That, gentlemen, may seem to some an engineering problem, but backed by capital it is a commercial undertaking that gives promise of achievement. It has, however, a far wider scope than that. It means that one more great effort is being made with the grand object in view of drawing together more closely the bands between the great British English-speaking colonies. No greater achievement can be found anywhere. Sandford Fleming's efforts in this direction have been watched with keenest interest by many of us present, and everyone will wish him success in his grand undertaking. Speaking of Canadian enterprises, I feel sure that so long as we have men of the stamp of Sandford Fleming acting in consort with such men as the able official sent out here by her Majesty's Government, there is no fear of Canadian enterprises lagging.



EAST END SCHOOL, VANCOUVER.



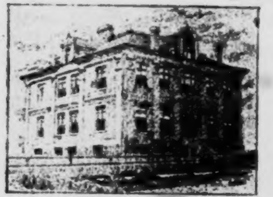
WEST END SCHOOL, VANCOUVER.

Mr. Fleming Responds.—In rising to respond, Mr. Fleming received a storm of applause and cheers. He said : "I have very often, through a pretty long life, wished I had been born an Irishman so that I could respond to a toast. Two or three weeks ago, with a friend whom I happen to see at this table, I was near the equator. In due time we reached San Francisco. I found my friend an excellent Englishman, but I am pleased to know that he is quite worthy of being a Scotchman, and delighted to know that he has been initiated as such to-night. My friend's destination was London, the capital of the Empire, and mine, Ottawa, the capital of the Dominion, but by some strange influence, probably a desire to get as soon as possible under that flag which floats over so many lands, we find ourselves together again in Vancouver. I feel great pleasure in being amongst my countrymen, and honor in being with them on this occasion. You referred, sir, to the enterprises of Canada. I am afraid it would take a long time to give a brief outline of the principal of those enterprises. I would keep you here many hours, but there is one enterprise, the last one, looking to the future, that I must scarcely touch upon. I must leave that to be spoken of by my young Scotchman. I can say that the Pacific cable has made great progress, great steps since even last year. I may only say that it is something seemingly within measureable distance of accomplishment."

THE PACIFIC CABLE.—W. H. Mercer, of the Colonial Office, London, who accompanied Mr. Fleming on his recent trip, and to whom Mr. Fleming made reference in his speech, followed. It was probably the most ingenious speech of the evening, in which Mr. Mercer endeavored to supply as much information as possible without stating such or making public diplomatic business. In opening, he confessed that he was a humble representative of the Imperial Government, inasmuch as he had been despatched hither by the Colonial Office of London. "I am very proud," said he, "to be associated in any capacity with Sandford Fleming. I need hardly tell you that I have been greatly struck by the strong and sterling personality and capacity and energy he has displayed in furthering this Pacific cable. He has given me liberty to say something upon the subject of our negotiations at Honolulu. There is no secret about those negotiations. We cannot go into details because they are diplomatic matters, but I may say that the mere fact that the British Government have associated myself with Sandford Fleming on this mission is not without some significance. It testifies that her Majesty's Government take a warm interest in this project. I believe I am authorized to make that statement, and I am free to admit that in this project Canada leads the way, but Canada is heartily backed at the present time by the Australian colonies. We have to surmount the first difficulty, and we have to settle the direction which the first span of that cable will take from Vancouver. As soon as that question is settled a very distinct advance will have been made towards the settlement of that project. A distinct advance has now been made. It would not be proper for me to go into details with regard to the contract which we have arrived at with the Honolulu Government. We have arrived at an understanding, and that understanding (while provisional) is up to date very satisfactory. There are, of course, further questions and difficulties to be met. The project is one of enormous character, involving financial and engineering considerations which must be considered in detail. It will take time, but so far as we can foresee it appears probable that all these questions of detail are capable of a satisfactory solution. It is a question of adequate co-operation between the countries, but the inquiries upon that point are fairly satisfactory, and I hope Sandford Fleming will very soon have the satisfaction of seeing the project carried fully into effect. I have not had an opportunity of considering exactly the statements I should make to-night. I never expected the opportunity would be given of making any statement at all. I have never been present at any gathering of this kind in Canada without having felt a deep sense of gratitude for the interest which is taken by the Government and the people of Canada in the affairs of the Empire at large. This has struck me, and I am sure every other Englishman, very forcibly indeed. The members of the Colonial Office are sensible that in times past the Colonial Office has made great mistakes, but there is one thing for which I am sure, at the present time the Colonial Office has won the grateful thanks of the people of this country, which will cause it to be held in grateful remembrance, and that is in sending to the colonies as her Majesty's representatives such governors as your Excellency.

THE SISTER SOCIETIES.—Mr. J. M. O'Brien said he had to thank the St. Andrew's and Caledonian Society on behalf of the St. Patrick's Society for the kind invitation to be present at the Halloween dinner, and for the generous hospitality which had been enjoyed. He had often before mingled with his Scottish fellow-citizens on occasions of this kind and had always carried away very pleasant memories of them. The delight which he experienced was enhanced by the fact that there was present to-night as the chief guest one whom Irishmen reverenced, the Earl of Aberdeen. (Cheers.) When that nobleman first went to Ireland as Viceroy he was received, very naturally—under circumstances which the speaker would not refer to—very coldly, but at the end of his all too brief term of office, so greatly had he and the grand woman who is his helpmeet, the Countess of Aberdeen —(cheers)—endeared themselves to the popular heart by deeds of kindness and evidences of sympathy, that when he left the green shores of Erin it was amid tears and lamentations. Lord Aberdeen had struck a new chord, that of loving-kindness, and bitter hate gave way to tender affection. He had ever since interested himself deeply in Irish affairs, assisted by his faithful consort, whose labors on behalf of Ireland were unceasing. We had only to point out her Excellency's successful endeavors in behalf of the textile fabrics of Ireland, depots for the sale of which were to be found in the trade centres of the United States and Canada, and he hoped that one would soon be established in Vancouver, the emporium of the North Pacific coast. One had only to remember the Irish village which Lady Aberdeen had instituted at that nineteenth century wonder, the World's Fair, and which was one of the most unique of its features, to form some slight conception of her remarkable executive ability, and, above all, of her devotion to the isle which claims her, by right of birth, in a degree as one of its children. Lord Aberdeen had, no doubt, received eulogiums on the part of Irishmen from Halifax to this city, but he, the speaker could assure him, that in no portion of the Queen's dominions were there to be found faster friends or more ardent admirers of himself and Lady Aberdeen than the Irishmen of Vancouver. They could never forget the eminent services rendered the old sod, nor repay in any adequate measure their debt of gratitude. In concluding he again thanked the Society for their courtesy, and declared that no race was more desirous of seeing the Empire consolidated than the Irish. He hoped to see at no distant date the countries that comprise Great Britain drawn more closely together than they now are in the bonds of peace and good-will, thus presenting a united front, and the Greater Britain beyond the seas connected with the motherland by the silken tie of love, constituting the grandest Empire the world has ever seen, possessed with the all-conquering resolve to advance civilization, to uplift intellectual thought, and to evolve human brotherliness, under its varied citizenship.

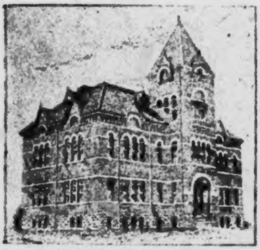
LADY MARJORIE, THE YOUNGEST EDITRESS.—Mr. McLagan, of the Vancouver *World*, in acknowledging the toast of "The Press" ("Chiel's amang us takin' notes"), referred to the fact that the Countess of Aberdeen was a member of the Fourth Estate. She it was who edited that excellent publication, *Upward and Onward*, a serial which should be read by everyone. Lady Marjorie was possibly the youngest editress in the world; and the publication she controlled, *Wee Willie Winkie*, was a welcome and anxiously looked-for visitor in every household, especially by the little folks. He also referred to the fact that the present premier of Great Britain, like the last one, although born in England, claimed to be nothing else than a Scotchman; likewise that Canada had enjoyed the wise counsel of eminent Scotchmen as Governors-General. He referred to Sir John A. Macdonald and Hon. Alex. Mackenzie, as premiers of Canada; of their race, Sir Oliver Mowat and others, all noble Scotchmen. The fact that most of the colonies at present were governed by Scotchmen was mentioned. Canada was the land of his adoption and British Columbia was his home. This province was a rich one in its natural resources and capable of any amount of development under wise statesmanship.



CENTRAL SCHOOL, VANCOUVER.

Visit to the Schools.—Next day, the Central and High schools were visited. The Central was first on the list. Lord and Lady Aberdeen, Lord Archie Gordon, and Lady Marjorie were introduced by Chairman McGowan, of the Board of School Trustees, who briefly referred to the importance of education, and the pleasure that he was sure the School Board as well as the pupils felt in having the honor of meeting Lord and Lady Aberdeen.

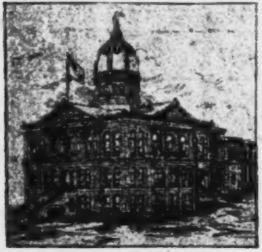
Juvenile Present and Medal.—The pupils sang "The Maple Leaf Forever" with good effect; and Miss Flora McDonald presented a beautiful bouquet to Lady Aberdeen, for which her Ladyship kissed the pretty little donor. His Lordship said, "although they might not remember all he said, there was one thing he was sure they would recollect, and that was, on behalf of himself and Lady Aberdeen, that a silver medal was to be presented for competition among the various graded schools, and for the securing of which every boy and girl would have an equal chance." . . .



HIGH SCHOOL, VANCOUVER.

A Juvenile Guard of Honor.—A line of scholars was then formed between the Central school and the High school, through which juvenile guard of honor their Excellencies walked to the latter building. They were received at the entrance with three cheers from the High school scholars for Lord Aberdeen, and three more and a "tiger" for Lady Aberdeen, which their Excellencies acknowledged with smiles and bows. On entering the school Lady Aberdeen was presented by Miss Julia Eldridge with a magnificent bouquet on behalf of the high school scholars.

COMPETITORS FOR A SILVER MEDAL.—On rising to address the scholars Lord Aberdeen said that he had been informed that the proceedings were to be informal, as no cut and dried programme had been prepared. He considered if all the proceedings were to be as pleasing as the presentation of the bouquet to Lady Aberdeen they would be pleased to have many more informal receptions. Although he had no share of the bouquet, he was sure that Lady Aberdeen appreciated the compliment that had been paid her. He was pleased to have an opportunity of meetings the pupils of the Vancouver High school, and he was pleased to see that they realized the value of the work in which they were engaged. Their work now was to equip themselves for the future duties of life. Whatever sphere they were to be called on to fill, they might rest assured that a thorough education would be an advantage, as would also the habits they were now forming, the method that was being instilled into them and the discipline and regularity which they were now being subjected to. There were many things during a school training that were acquired unconsciously, but they were none the less of value on that account. Therefore he said to them that if ever they found their work growing monotonous or distasteful, then was the time for the bringing to bear renewed energy and increased application. He was pleased to be able to announce to them that there was to be left a token of this visit in the shape of a silver medal, to be competed for by the High school scholars. He was sure that that would excite as much interest among the girls as the boys, and he would say that if the male sex wished to maintain their laurels they would have to waste no time. This presentation, he added, would occur annually while he remained in the country. In this comparatively young city he was pleased to see that so important a matter as education was receiving so much attention. The Governor-General, after a few remarks, respecting the death of the Czar on that day (Nov. 1), concluded by thanking them for their reception, which bespoke loyalty and Canadian cordiality. He offered his heartiest good wishes for the success of all educational projects in Vancouver. When the applause following Lord Aberdeen's remarks had subsided, the children sang "God Save the Queen."



COURT HOUSE, VANCOUVER.

A Comfortable Jury Box.—After the school receptions had been concluded, his Honor Judge Bole conducted their Excellencies to and through the court-house, with which they were much pleased. His Excellency took a seat in the judge's chair and looking over at the jury box, said: "Those reclining seats look comfortable enough for the jury to go to sleep in while being charged by the judge." "And saving your Excellency's presence," replied Judge Bole, "they might do worse."

Art and Science.—Before leaving Vancouver, his Excellency formally opened the Art and Science Exhibition. He complimented them on the progress they had made in such a short period since their commencement. Lord Aberdeen also received Admiral Stephenson, and staff, of H.M.S. *Royal Arthur*.

CHAPTER XVII.

VISIT OF THE GOVERNOR-GENERAL.—CONTINUED.

Arrival at Victoria.—The Governor-General arrived at Victoria, on the government steamer *Quadra*, on Saturday, November 3rd. The vice-regal party were met at the wharf by a great multitude. "Victoria is Proud of Our Governor General," was inscribed on a banner placed opposite the landing. A guard of honor was present from the volunteer companies, and a band of pipers was supplied by Sir William Wallace Society. Lord Aberdeen inspected the guard of honor, and expressed himself as well pleased with the men's appearance; he also complimented the Highland pipers, and subsequently appointed one of them (Mr. Anderson) to be an orderly and to be his Excellency's special piper. His Lordship, before he left the city, was pleased to become patron of the Sir William Wallace Society of Victoria.

Procession Formed.—Arrangements had been made for a procession, which accompanied his Excellency through a number of the leading streets of the city, to the Government House. In the evening a promenade concert was held, when an address was presented, in which was expressed the hope that the Governor-General might, during his term of office make a trip over the British Pacific railway.

SUNDAY SERVICES.—Lord and Lady Aberdeen and suite attended the service at Christ Church Cathedral on Sunday morning, and in the evening at St. Andrew's Presbyterian Church. In the afternoon his Excellency addressed a meeting of young men in the Y. M. C. A. parlors. His remarks dealt with "the beauties and duties of practical Christianity, and were replete with bright thoughts and happy suggestions."

BOARD OF TRADE.—Monday, November 4th, was a busy day for the Governor-General and Lady Aberdeen. At 11 a.m. the members of the British Columbia Board of Trade drove to the Government House, where they were received in the ball room by his Excellency and the Countess of Aberdeen, the Lieutenant-Governor being also present. The views of this body of men carry weight along with them, as stated in the able address presented, and were duly noted by the Governor-General in his reply; it was not a merely congratulatory address, but an expression on many matters of Provincial moment, with the hope that any subjects touched upon and requiring attention would receive the Governor-General's consideration.

THEY ARE PROUD OF THE PROVINCE.—The address, after referring to British Columbia being a portion of the great Canadian Confederation, the grandeur of its scenery, the excellence of its climate, and the immensity of its natural resources, of which they are proud, branched off to realistic affairs, and says:

"Statistical returns show that this province contributes, *per capita*, to the Dominion revenue a larger amount than does any other province of the federation; also that the port of Victoria, in volume of contribution to the Dominion exchequer, from inland revenue and customs sources, ranks third highest among the ports of the Dominion. It is to be hoped that these circumstances will ever have the consideration of the central Government when public expenditures are being appropriated.

SUBSIDIES TO STEAMERS.—"Situated at the extreme western portion of the Dominion, Victoria is naturally the first port reached by steamers coming from the Pacific Ocean, and the last port passed by outward-bound vessels. . . . At present some steamship lines receiving subsidies merely call in passing, but do not berth for the landing of cargo and passengers, while other steamship lines not in receipt of subsidies afford greater facilities for commerce with this port.

STEAMERS CARRYING MAILS.—"This Board has made representations through the proper channels asking that the Postmaster-General give instructions that mails to and from the Orient be forwarded by steamers other than those at present subsidized to carry mails, whenever the difference in the sailing dates of the two lines of steamers now on the route would ensure quicker despatch, which would frequently occur; and as a frequent and efficient mail service is an important factor in the development of trade it is to be hoped that the suggested improvement in the mail service with the Orient will be carried out.

FUR SEAL FISHERIES —"The recent Paris arbitration on the Behring Sea fur seal fisheries dispute, with its successful issue, furnishes another precedent for an international court of arbitration, which alike the well-being of nations and the interests of humanity demand should be permanently established.

DEEP SEA FISHERIES.—"An increasing interest is now being taken in our deep sea fisheries, and enterprises have been formed to ship fresh halibut, cod and other fish to the eastern markets in large quantities. Your interest with your constitutional advisers is requested to aid, by surveys of fishing grounds and otherwise, in the further reaping of the harvest of food wealth from our provincial waters.

CARIBOO AND KOOTENAY.—"MINING in the precious metals is being prosecuted with vigor backed by capital, and in the near future the gold fields of the Cariboo promise to exceed their former famous prestige, while the development in the Kootenay district bids fair to reveal a silver wealth that will rival the richest experiences of the mines of Nevada. It is to be hoped that the Dominion Government will foster the development of our mineral resources in every possible manner.

DYKES REQUIRED.—"The floods which recently inundated some lands of the Fraser River valley brought out in a marked degree the energies of the sufferers in their efforts to combat the disaster. It is hoped that a well-considered scheme for the future protection of these lands will be inaugurated and carried to completion under the joint auspices of the Dominion and the Provincial governments.

IMMIGRATION BUREAU.—"Considering the vast area of this province, it is necessary for its development that we receive immigrants of a suitable class. In view of the rights of the Province, an immigration bureau should, we understand, be maintained by the Dominion Government; but as this is not now being done we would suggest that some special allowance for such purpose be given to the Provincial Government, which has instituted a system of placing settlers on the land.

BEACONS AND BUOYS.—"The extensive seaboard afforded by Vancouver Island and the mainland of the Province suggests special attention to lights, beacons and buoys, so as to safeguard as far as possible the lives of passengers and the interests of the Imperial navy and of commerce, and it is to be hoped that continuous vigilance will be exercised in securing efficiency in these necessities.

LARGE CONTRIBUTIONS.—"RAILWAYS must be prominent factors in opening up this province alike to mining and to agriculture. During the last few years considerable railway construction, in the limited way of short lines, has taken place in the Province. Much, however, requires to be done in railway building to open up to settlement great stretches of country now lying waste, and we trust that, in view of our large contributions to the financial revenue, the Dominion Government will, by liberal subsidies to railway lines in this province, carry out the policy which has in the east resulted in such excellent railway and canal systems.

"THE NEW QUARANTINE STATION recently established at Williams Head, together with the efficient plant and staff, will do much towards protecting our port, the Province and the Dominion from the introduction of infectious diseases.

POST OFFICE AND CUSTOMS.—"The buildings about to be constructed in this city for the post office and customs departments will furnish accommodation necessitated by our increased requirements. We trust that the efficient postal delivery service enjoyed by this city will be maintained by extending a sufficient remuneration to the letter-carriers.

THE LABOR QUESTION.—"The seething unrest which agitates a large portion of the labor element in the large centres of population is happily comparatively unknown in the Dominion. Our Provincial Legislature has provided councils of conciliation and arbitration which, from a pleasing experience thereof, we are hopeful will promote cordial relations between capital and labor.

PACIFIC CABLE.—"We heartily endorse the opinion unanimously arrived at by the Colonial Conference recently held at Ottawa, as to the desirability of a Pacific cable to connect the Dominion with the Australasian colonies; also of a fast Atlantic steamer mail and passenger service, and we trust that the near future will witness the successful completion of these projects.

GOOD RESULTS EXPECTED.—"We feel assured that, with good results to our provincial interests, your Excellency will be pleased to place before your Government for their consideration, the several representations we have ventured to make in this address."

HIS EXCELLENCY REPLIED.—"I appreciate not only the characteristic loyalty and the kindly feeling betokened by your address and by your action in coming here to-day, but I also value and recognize the importance of the interesting statement which your address contains and which certainly forms a very striking narrative of the position and history of the various questions of far-reaching importance because vitally connected with the commercial development of this Province, and therefore indirectly concerning the Dominion as a whole. I can, with great pleasure and without any hesitation, assure you that I shall lose no time in enabling my constitutional advisers to have before them all the recommendations and suggestions which are here contained in order that these may receive the full and careful consideration which they merit, not only on account of their intrinsic importance, but coming, as these suggestions do, from a body of such importance as that which you compose. . . .

AGRICULTURE AND OTHER INDUSTRIES.—Only a few minutes elapsed after the reply to the Board of Trade address, when the Agricultural Association of British Columbia presented an address, extending a welcome to the Governor-General and the Countess of Aberdeen. It stated they had much pleasure in mentioning that this, their last annual exhibition (the eighteenth), was the most successful in the history of the Association. In referring to the disastrous flood which inundated a large portion of the fertile land on the Fraser, they humbly requested his Excellency's good offices, with his constitutional advisers, to recommend Federal co-operation in the work of protection and reclamation of those lands.

THE BACK-BONE INDUSTRY.—In replying, his Excellency seemed quite at home in agriculture, and remarked that, while not underrating the great value and importance of various other departments of enterprise, he regarded agriculture as the fundamental and the back-bone industry of such a country as British Columbia. . . .

THE EMERALD ISLE.—An address was next presented to his Excellency by the "Sons of Erin," which referred to the esteem in which Lord Aberdeen was held by the Irish people during his residence in the Emerald Isle as representative of her most gracious Majesty, Queen Victoria.

COMPLIMENT TO THE COUNTESS.—"In this connection, they desired to refer to the many well directed efforts of Lady Aberdeen for the relief of the distressed Irish peasantry, for the advancement of education and the encouragement of industry. To these ends she has devoted her powerful influence and generous aid, the benefits of which will be handed down to future generations as the efforts of an earnest and devoted life, the lessons of whose noble character will ever remain for the guidance of our people at home and abroad."

THRIFT AND SELF-RELIANCE.—Lord Aberdeen replied at some length, and amongst other things, said: "You allude in kindly terms to Lady Aberdeen's efforts in the promotion of Irish home industries. Gentlemen, the more I watch that movement the more assured I am of its far-reaching influence. Obviously, if we provide for the industries of the people a market, we obtain for them a comprehensive benefit not only in the means of providing comforts for them, but also indirectly in the promotion of energy, thrift and self-reliance. We have abundant reason to believe that the Irish Industries Association has been conferring these benefits upon those whom it is assigned to help. This success is due on the one hand, no doubt, to the sustained and earnest effort—in other words, good, hard work, to which you refer, on the part of the founder and president of the association, and on the other hand to the hearty and characteristically discriminating recognition on the part of the Irish people regarding the practical value and importance of the movement. I join with you in congratulation on the success of that organization, which, I trust, is to extend more and more. We have all heard of the Irish village at Chicago. That was not established without much trouble. I must ask Lady Aberdeen to prompt me as to the exact sum sent to Ireland, because, although I have been told the amount before now, I have forgotten it. The sum of $100,000 for the benefit of an industrious peasantry, Lady Aberdeen informs me, was the result of that enterprise."

PUBLIC SCHOOLS' WELCOME.—The public school children of Victoria, to the number of two thousand, turned out on the afternoon of Tuesday (5th) to meet and welcome Lord and Lady Aberdeen in the drill hall. They kept good order. Some private schools were represented also. Many of the parents were present. The B.C. B.G.A. band played until the arrival of the vice-regal party.

"GOD SAVE THE QUEEN."—On arriving at the door of the hall, they were met by Hon. Colonel Baker, Minister of Education; Dr. Pope, Superintendent of Education, and the school trustees, who conducted them to the dais. On the platform, besides the Governor-General and the Countess of Aberdeen, Lady Marjorie and Hon. Archie Gordon, the latter dressed in kilts, were the Lieutenant-Governor and Mrs. Dewdney, the Mayor and Mrs. Teague, Hon. Col. and Mrs. Baker, the Bishop and Miss Perrin, Senator and Mrs. Macdonald, Miss Wilson, Captain Erskine and Lieut.-Colonel Prior.

THE CHILDREN WERE READY.—At a signal up rose the children in a body, and, accompanied by the band, sang the stirring strains of "God Save the Queen." That finished, a regular storm of flowers began to fall from all parts of the hall upon the dais—bouquets big and small the children threw as if they wished to bury the visitors under the fragrant shower. The Countess laughingly spoke to her son, and the lad, who had enjoyed the fun immensely, went to work with a will to gather up the flowers and handed them over to his mother.

LORD ABERDEEN ADDRESSED THEM.—The Governor-General made a happy speech, referring to many practical topics coupled with excellent advice in an easy style suited to the capacity of his youthful hearers. Speaking of technical education, he said: "I may mention that the present which I received from my eldest boy, who is at school in England, on the occasion of my last birthday—you see, we old folks have birthdays too—(laughter)—was a table made by himself; and I may say that I placed a more than usual value upon the present because of that circumstance, and I think that each of our children in the future will make presents to us of things made by themselves. My boy has had the advantage at the school which he is attending—that of Harrow, in England—of working in the workshop established at that school.

THE DIGNITY OF TEACHING.—"Before sitting down I want to remind you of the fact that we look to you as the hope of the future. That gives a new dignity to the work of teaching and learning; to make a good scholar demands care and pains and patience on the part of the teacher, and attention, thought and also patience in the overcoming of obstacles on the part of the learner. You boys and girls are to be the grown-up citizens of a few years later. Did it ever occur to you that you are to be the people of the twentieth century—for in a few years we shall have entered upon that century? The nineteenth century has been a century of glorious achievement, and we trust the twentieth will be even better. To you we must look for that.

"Where are my great men coming from,
  The men to rule the state,
When, this old century left behind,
  We've passed the twentieth's gate:
My brave, broad-hearted citizens,
  The strong, the good, the true,
You're drifting now: rouse up, my boys,
  They all must come from you!
Don't let past glories be forgot, or patriotism die,
  Let every boy upon the roll shout 'Ready—here am I.'"

"I wish you well." (Loud and long-continued applause.)

The Minister of Education.—The Hon. Colonel Baker, Minister of Education, at the close of his Excellency's remarks, stepped forward and thanked the Governor-General and the Countess in the name of the children of the public schools of Victoria, not only for the honor of their presence, but for the interest expressed in their progress and welfare. He continued: "I am sure the children will remember your kindness for many a long year. In your presence here they cannot fail to remember her gracious Majesty the Queen, who rules over this great Empire of Great Britain and who is so ably represented by yourselves. May this visit rekindle in the minds of the children that spark of loyalty that already exists, and when they think of this occasion, its memory cannot fail to recall to them the long chain of empire that binds us to the dear old Mother Country."

Two Medals Promised.—His Excellency, on Colonel Baker resuming his seat, again came forward, and, after thanking the Minister of Education, the Board of Education and the Superintendent of Education and others who organized and arranged this great gathering, which they would remember with peculiar pleasure, remarked that this occasion was the first, since they arrived in Canada officially, on which Lady Aberdeen had been induced to address an assembled gathering of children of this kind.

His Lordship announced that there would be two silver medals given by him for competition, one for the various schools of the city, and another for the High School, and that they would be continued annually as long as he was officially in the Dominion. His Excellency concluded by calling upon the assemblage to give "three rousing, ringing British and British Columbian cheers for her Majesty the Queen," which were given with hearty good-will.

The Countess then Addressed Them.—The Hon. Col. Baker, amid tremendous applause from the children, announced that the Countess of Aberdeen would address the girls. Her Ladyship said: "I am very glad to have this opportunity of thanking you for that shower of flowers with which you greeted us when we entered, and in addition, for the lovely baskets which I received. We thank you very much, all of us, and my little girl Marjorie also thanks you. It was quite a novel welcome, and reminds us that this is indeed a very city of flowers. . . . For remember whatever else your education may do for you, its chief value must be in fitting you for woman's chief mission—the building up of home. In some way or another you will have something to do with building up homes, and it is for that that your present education should fit you. It is easy enough to beat the boys in getting prizes and medals,"—and then turning to the boys, "the girls beat you at all the examinations, don't they boys?" (Laughter and a chorus of "Noes.") "But what we want is something more than that you should come out first in your classes. It is that you should be fitted for the great mission that lies before you. Your country is not sending you to school just to learn so much geography, history or arithmetic, but also to acquire that knowledge of life, that training, that power of self-control and application which will enable you to serve your day and generation. She expects you to give her a life of service in your homes. Your country expects great things of you, and we are glad to be here to give you our best wishes that you may be enabled to take full advantage of all the opportunities which you have now."

"WEE WILLIE WINKIE."—Referring to the children's paper, edited by Lady Marjorie, the Countess said: ". . . If you would like, I will send some copies of *Wee Willie Winkie* to your schools in case any more of you wish to write to it. His Excellency, you know, is proprietor of that magazine, and when we receive the competition papers we very often call in the proprietor to help us to judge, but sometimes we don't, because we know he is inclined to be too generous and to give too many prizes; but, at all events, it enables him to see these letters and to understand something about the home life of the children throughout the Dominion, which is very pleasant. So we hope you will send us some more letters addressed to 'Wee Willie, Government House, Ottawa.' Thank you, children, for having listened so attentively, and mind you remember to be the true sunbeams of Victoria." (Tremendous applause.)

RESOLUTION ENTHUSIASTICALLY CARRIED.—"Now, I have a resolution to propose," said the Governor-General. "I wish to move that those in charge of the educational department be authorized to grant a public holiday in all the public schools at the earliest opportunity." This the youngsters received with shouts of glee and laughter, and upon his Excellency putting the question a tremendous "aye" went up. "Those opposed to the motion will say 'no,'" went on his Excellency, and at once the hall became as still as a church.

AMID CHEERS from the children, his Excellency announced the motion carried, and Hon. Col. Baker smilingly gave his consent to a whole holiday in all the city schools. Cheers for his Excellency, the

Countess, and the Queen closed the exercises, afterwards all the teachers and school trustees were introduced to the Governor-General and the Countess.

The Alexandra Ladies' Club.—As soon as the meeting with the school children was over, Lady Aberdeen proceeded to open the Alexandra Ladies' Club, the first of its kind in Victoria. The members had selected a suite of rooms to be used for reading, writing correspondence, or resting; to be headquarters, where they could leave parcels, or get a cup of tea and have a chat with their lady friends, as their husbands and brothers go to their club. About a hundred members had already joined. The rooms were fairly filled with flowers, in honor of the Countess, who, after formally opening the club, spent a short time very pleasantly in conversation with the ladies, and during the afternoon tea which was served in the new club-room.

An address was presented to the Countess—read by Mrs. Dewdney. Her Excellency congratulated the ladies of Victoria on their enterprise in starting the Club, the first of its kind in the Dominion. Such clubs were of recent growth even in London, though there are several now flourishing. Lady Aberdeen said: "I can sympathize with your efforts, as we tried to form a club very much on the lines you are now laying down, in our northern town of Aberdeen. But I am sure all the members of the Aberdeen Club would be very envious of the rooms with which you are now starting. . . . You aim, in fact, at enabling the women of this place, at a small cost to themselves, to keep in touch with all the thought and life of the world—to cultivate a taste for reading—in a word, to promote true culture amongst them and thereby to promote cultured homes. For the influence of this club must react on the homes." . . .

Scottish Songs and Dances.—A delightful concert given by the St. Andrew's and Caledonian Society, terminated the proceedings of what had been a busy and interesting day to the vice-regal party. With but one or two exceptions, every piece of music on the programme was Scottish. The dancing was graceful and artistic. Mr. Anderson made a hit in his Highland fling, and again in his sailor's hornpipe. Little Miss Strachan's sword dance was exceedingly graceful and finished. Altogether the concert was most enjoyable, and no one seemed more pleased than the Governor-General and the Countess of Aberdeen, who apparently enjoyed themselves thoroughly.

CHAPTER XVIII.

VISIT OF THE GOVERNOR-GENERAL.—CONTINUED.

VISIT TO DUNCAN'S STATION.—Next on the programme was a visit to Duncan's Station, by the Esquimalt & Nanaimo Railway. A special train was placed at the vice-regal party's disposal by the Messrs. Dunsmuir. It was handsomely decorated. Besides the vice-regal party there were on the train: the Lieutenant Governor and Mrs. Dewdney, Miss Wilson, Hon. J. H. Turner, Mrs. Davie, Mr. and Mrs James Dunsmuir, Mr. and Mrs. H. Croft, Miss Dunsmuir, and Mr. Vowell, Superintendent of Indian Affairs.

INDIANS PRESENT ADDRESSES.—Luncheon was served on the train before reaching the station. The party was met and welcomed by all the inhabitants of the section, including several hundred Indians. An address was read by Indian Agent Mr. Loomas, on behalf of the Indians. An address was also presented from Kuper Island Indian School, to which his Excellency replied, referring to similar tokens of loyalty to the Great Mother from the Indians opposite Vancouver city and from Langley.

ADDRESS FROM THE FARMERS.—The party were next conducted by Major Mutter, M.P.P., to the Agricultural Hall, where a large assortment of farm produce was on exhibition. The Major read an address referring to the Governor-General's knowledge of farming and sympathy with the farming community. Regretting the lateness of the season which prevented a more perfect exhibition of agricultural products, he concluded by saying: "Should your Excellency at some future period again visit this district, we hope that you will be able to travel by an all-rail route, as we think that no distant date will witness the completion of another trans-continental road having Victoria for its terminus, with the Esquimalt & Nanaimo as part of its system."

LORD ABERDEEN ON DAIRY FARMING.—His Excellency replied at considerable length to the address just read, which represented several societies and associations, as well as the Agricultural Society. He said: "I have no doubt that dairy farming should be cultivated in such a locality as this. I am told that there is no question about the good prices to be obtained for the best quality of fresh butter in Victoria—prices which made me rather envious, or at least ambitious, as a fellow-farmer. There is, I may tell you, a prospect of Professor Robertson, the dairy commissioner, coming to British Columbia next spring, and I would strongly advise you either to secure a visit from him or to get him to come to some place as near you as possible, because he has most excellent and valuable suggestions to offer in regard to such an enterprise. In fact I do not know any man better qualified to act in that direction.

COMPLIMENTARY TO THE RAILWAYS.—After the Governor-General and Countess Aberdeen returned from a drive through the district, tea was served in the dining-car, the party being the guests of Mrs. Croft and the Misses Dunsmuir. Before the train started for Victoria, Lord Aberdeen addressed those present, again thanking them for their reception, and continuing, said:

> "I also wish to record our sense of indebtedness for the courtesy which has been displayed by our friend Mr. Dunsmuir as representing the Esquimalt & Nanaimo Railway. Of course I quite understand that this action and this hospitality is offered to us in our official capacity—it is a mark of loyalty and public spirit, none the less to be valued because it is also pervaded by kindly personal sentiments. The action of Mr. Dunsmuir has, in fact, been similar to that displayed by that great railway corporation, the Canadian Pacific Railway Company, who, during our present tour on the mainland, have shown their great courtesy in offering us special travelling facilities. I allude to that circumstance with the more pleasure because I hope it will allay any anxious misgivings on the part of any who may imagine that the Governor-General is travelling at the cost of the taxpayers. (Laughter.) They will take note of my observations that that is not the case. The Canadian Pacific Railway considered itself justified as a loyal and patriotic matter—as does also Mr. Dunsmuir, our host of to-day—in enabling the Governor-General to make more extended expeditions than would have been possible if he had been called upon to fall back entirely upon his own resources. I again thank you, and all I have to say is, that if the weather had not been altogether fine, the people are, if I may use the expression.

AN EVENING PARTY.—In the drill hall, over five hundred ladies and gentlemen attended the evening party in honor of Lord and Lady Aberdeen on their return from Duncan and vicinity. The Earl and Countess, accompanied by the Lieutenant-Governor and Mrs.

Dewdney, etc., arrived at the hall about ten o'clock. They were met at the door and escorted through a line of the military officers to seats on the platform. Before being seated, many of those present were introduced to the Governor-General and the Countess. This concluded, dancing commenced.

THE "SET OF HONOR."—THE FIRST SET was as follows: His Excellency and Mrs. Dewdney; the Lieutenant-Governor and the Countess of Aberdeen; Lieutenant Garforth, R.N., and Mrs. Rawstorne; Colonel Rawstorne and Mrs. Macdonald; Thomas Earle, M.P., and Mrs. J. H. Turner; Hon. Theodore Davie and Mrs. Baker; Mr. Justice Crease and Mrs. Earle; Senator Macdonald and Mrs. Walkem.

THE GUESTS OF THE EVENING.—"The Scotch Reel, which followed the Lancers, was danced by the Countess of Aberdeen and Chief Russell, and Senator Macdonald and Mrs. Russell. At midnight supper was announced, and several hundred sat down at the first table with the guests of the evening. It was an hour before all had been served, but during that time extra dances were danced, so that the enjoyment was not allowed to lag. The music supplied by the B.C.B.G.A. band and the pipers for the Scottish dances was splendid, and added much to the enjoyment of the evening."

THE JUBILEE HOSPITAL.—Next day a visit was paid in the forenoon to the Jubilee Hospital, their Excellencies showing much interest in that institution. "The vice-regal party inspected the wards, and spoke a few words of encouragement to the patients. It was explained to the Governor-General that the hospital had been erected in commemoration of the Queen's Jubilee, and that it had been opened by the Duke of Connaught and Princess Margaret. The Governor-General signed 'Aberdeen,—highly interesting and satisfactory,' in the visitors' book. The only criticism was in reference to the operating room, which he thought was not good enough for the institution."

THE CHINESE MISSIONS.—In the afternoon the Governor-General, accompanied by Mr. Erskine, Aide-de-camp, attended in the Y.M.C.A. hall, to address the Chinese of the various missions, and a number of ladies and gentlemen interested in the work of missions. His remarks were conciliatory and well received. He offered hearty good wishes for the success of their work, totally unconnected, as it obviously is, with any political question.

INSPECTION OF THE ROYAL MARINE ARTILLERY.—Later in the afternoon, the Royal Marine Artillery marched to the Government

House, and were inspected by his Excellency. In the evening, at 7.30 the Governor-General, who is the honorary president of the "Boys' Brigade," inspected them at the Y.M.C.A. hall. The objects of the brigade are "the advancement of Christ's kingdom among boys and the promotion of habits of reverence, discipline, self-respect, and all that tends to true Christian manliness. One of the means of gaining the end in view is the formation of companies of lads who are taught to drill. There are at present two companies in Victoria. That of the Y.M.C.A., with a roll of thirty, is called the First Victoria Company, and its officers are Captain F. W. Teague and Lieutenant R. H. Roper. The other company is that of the Central Church. It has fifty boys on the roll and is commanded by Captain Blackwood, Lieutenant Finlayson and Lieutenant McLean. They wore neat forage caps and belts that gave them quite a soldierly appearance."

SPECIAL MEDALS PROMISED.—After the companies had gone through some of the simpler military movements in a very creditable manner, his Excellency gave them a happy little address just suited to his boyish audience, and in closing said he would present a special medal to each of the companies already formed for competition for regularity at drill, punctuality and general efficiency. Should other companies be formed, he would also present them with similar medals. The Central Church company was put through some further drill, and was congratulated by his Excellency on the proficiency attained with only seven drills.

THE WOMEN OF CANADA.—The Countess of Aberdeen, at the Victoria Theatre, the evening of the same day, delivered an admirable address in reference to the formation of a branch of the National Council of the Women of Canada, for Victoria city and Vancouver Island. On the platform were fifty ladies, representing the various women's societies in the city. The "Council" has for its objects, by united efforts, to communicate mutual strength and sympathy between all women workers, and to stimulate all work for the good of others.

MRS. GORDON GRANT, in introducing the Countess said: "We are to be congratulated this evening on having the opportunity of listening to her Excellency as she explains its objects to us. It is always gratifying to see women helping women; it is intensely so when the consort of our Queen's representative, the first lady of our land, gathers the helpful women of all nationalities, creeds and societies together, and by uniting them in one council enables them to work for the furtherance and the uplifting not only of womanhood, but of humanity; inspiring them all with a greater love of home, a greater love of country, a greater desire to be helpful to others, springing from the inspiration of the fatherhood of God and the Golden Rule, which this council takes for its motto."

THE COUNTESS EXPLAINS.—After a lucid and able introduction, her Ladyship explained that the "council" was not a political association. "It is not a trades union, although trades unions or friendly societies of women can be represented on it. It is not a temperance association, although temperance societies can be and are represented on it. It is not a society for revolutionizing the relation of mistresses and servants, although we hope that the present difficulties in connection with domestic service will receive much consideration. It is not a religious body only, nor a philanthropic body only, nor an educational body only. It is none of these things, and yet it is all of them, and that I think is the keynote of the object of this meeting. We desire to form a body which will, as it were, focus the work and thought of women in Victoria—the work and thought of all the different activities being carried on. That is the object of the National Council of Women of Canada, and it is on the same principle that all the local councils throughout Canada are intended to be formed."

LOCAL COUNCILS ORGANIZED.—Local councils are represented on the National Council of Canada, which meets once a year in different places in the Dominion. It met last year at Ottawa. The different local councils, eight or nine in number, besides the nationally organized societies, were there represented. Ladies from different places read valuable papers on subjects relating to their special work, or on subjects of general interest. These national councils have been formed not only in Canada and the United States, but in many countries in Europe, and are intended to join an International Council, which meets every five years, again extending the bond of a common sisterhood in work.

"THE GOLDEN RULE."—The address, which was listened to with the greatest attention and interest, was concluded by the Countess saying: "Let us always remember our basis, the promotion of 'the golden rule of love.' What more can we require? It can exclude none. It includes all, and in all our different councils we rejoice to know that we have the support and co-operation of all sections; of all the various Protestant denominations; of representatives of the

Roman Catholic Church and its institutions. Here I would gratefully acknowledge the great support given to us by several of the archbishops and bishops of the Church; and then again we have our Jewish sisters also with us. We welcome them all. Let them only be united in one common aim—the uplifting of humanity. Whether this is attempted through what we may call the more secular work of life or the educational work, or the promotion of that which goes to make life beautiful, the promotion of culture in any way, or the promotion of good and healthy recreation and all physical development—anything of that sort, as well as directly philanthropic work—we want them all. We want them all to be drawn together by this beautiful and sacred bond of love."

THE VICTORIA BRANCH.—Mrs. Dewdney moved a vote of thanks to the Countess. The Victoria Branch of the Council was duly formed, Mrs. Dewdney consenting to act as Honorary Vice-President of the National Council, for the Province of British Columbia. Officers were appointed, viz.: President, Mrs. Baker; Vice President, Mrs. Day; Corresponding Secretary, Mrs. Scaife; Recording Secretary, Mrs. Gordon Grant; Treasurer, Mrs. A. E. B. Davie. After a few minutes silent prayer, at the request of the Countess of Aberdeen, the doxology was sung and the meeting adjourned.

FAREWELL TO VICTORIA.—On Friday morning (9th), soon after ten o'clock, the vice-regal party took the E. & N. train for Wellington and Nanaimo. A large crowd gathered at the railway station to give them a parting cheer. No stop was made, after starting, until Wellington was reached, luncheon being served on board the train. Accompanying the vice-regal party to Nanaimo and Wellington, the terminus of their western trip, and enjoying with them the hospitality of the Messrs. Dunsmuir, was a train party of about thirty persons.

AT WELLINGTON MINES.—By his Excellency's request the school children were given the place of honor round the reception platforms. They joined right loyally and enthusiastically in singing the chorus of "God Save the Queen." In the address, read by Mr. T. B. Hugo, was the following pleasing and significant paragraph: "We assure your Excellency it is an unalloyed pleasure to receive with welcome one of the first in the ranks of the classes, who has already earned a warm place in our hearts by familiarizing himself with the normal conditions of our people, and has never evinced any hesitation in intermingling and fraternizing with the masses in all matters that make no inroads on loyalty."

The Kindly Sentiments Appreciated.—In response to the address, the Governor-General, referring to the development of the coal industry, the public spirit and the cordiality of the people of British Columbia towards the Queen's representative in an official capacity, said: "It makes us none the less value those kindly personal sentiments which are here conveyed. It is not only gratifying—it should, I think, be encouraging to those who are called upon to fill any public position, to find that any endeavors they may have made to do their duty in that position are so kindly and heartily recognized, and therefore I thank you again for the manner in which—in an admirably short compass—you have contrived to indicate those various expressions to which you have made reference."

The Duke of Wellington.—His Excellency in addressing the children, among other things reminded them that the town was called after the great Duke of Wellington, whose example of devotion to duty and to his country he urged them to emulate. He also expressed his pleasure at seeing the members of the boys' brigade present. He impressed upon them the fact that the object of the brigade was to encourage true Christian manliness in the best sense of the word, and foster habits of punctuality, regularity, discipline and good order. He announced that he would be glad to offer a prize for the boy with the best record for regularity, general efficiency and punctuality.

En Route to Nanaimo.—Going towards Nanaimo, luncheon was partaken of on the train. His Honor the Lieutenant-Governor, at the close of the repast, said:

"I have been requested by our friend, Mr. Dunsmuir, to say a few words on this occasion on his behalf, and at the same time I take the opportunity of speaking on behalf of those ladies and gentlemen present, and also on behalf of the citizens of Victoria. We regret that their Excellencies' visit is coming so nearly to an end, and I am sure the people of Victoria appreciate the exertions which have been made by their Excellencies to make that visit a success. I have had the pleasure and advantage of meeting in this country several of the representatives of her Majesty, and I am sure I shall not be uttering words of disparagement towards any of those who have previously visited us when I say, that never in my experience have any occupying the high position of their Excellencies filled that position more worthily, nor have I known any who have been welcomed more heartily. I shall not detain you, except to say how pleased we have been to receive their Excellencies at Victoria, and to say that I hope they will leave with kind recollections of us all."

At the Coal Metropolis.—The vice-regal party and guests were met at the depot by Mayor Quennell. A platform was erected in Dallas Square, where the party were conducted, preceded by the silver cornet band. Prolonged cheering greeted the distinguished guests, and the children sang the National Anthem as they arrived. The Mayor read and presented an address to his Excellency, which contained the following terse and interesting paragraphs:

"The keen practical interest you have taken in all matters affecting the welfare of the Dominion, and the extensive enterprises you have personally started in this province induce us to bring to your attention the importance of our coal mining industry.

HARBOR OF NANAIMO, 1894.

The First Shaft Sunk.—"The city of Nanaimo is the pioneer coal mining centre of the North Pacific coast, the first shaft being sunk by the Hudson Bay Company forty-two years ago. Under the progressive management of the present owners, the new Vancouver Coal Mining and Land Company (Limited), of London, England, locally represented by Mr. Samuel M. Robins, the Nanaimo collieries still retain the first position in point of capital invested and monthly output. As you have expressed a desire to visit the Company's works, we feel it would not be entirely out of place to draw your attention to the successful adoption of many of the modern appliances for mining and handling coal in vogue in these collieries, notably, that several electric locomotives are in daily active service, hauling long trains of coal cars 650 feet below the surface, running underneath the waters of our harbor from the Esplanade shaft in this city to Protection Island shaft, a distance of a mile and a half.

OUR UNITED STATES NEIGHBORS.—"Your Excellency doubtless is well aware that the principal consumers of the superior coal mined in British Columbia are our American neighbors on the Pacific slope. Reciprocity in coal between the United States and the Dominion of Canada would, we feel certain, prove mutually beneficial, and would certainly create a larger demand for British Columbia coal, and thus materially add to the prosperity of this city, and of the province and of the Dominion.

SMELTING WORKS.—"The extensive beds of high-grade iron ore contiguous to our coal seams induces us to hope that the establishment and successful operation of extensive smelting works is not far distant, and that such works will in all probability be located in Nanaimo.

A DRY-DOCK.—"The port of Nanaimo undoubtedly stands the highest in the Province in regard to the volume of deep sea vessels loading cargoes, and the necessity of a dry-dock suitable for repairing vessels of large tonnage is most keenly felt. The great range of tide and the natural site in our harbor would enable such a dock to be constructed at comparatively a nominal cost."

HAPPY AND GENIAL REPLY.—His Excellency replied most cordially, thanking the citizens of Nanaimo for their hearty demonstrations,—at once public-spirited, patriotic and heartfelt. He referred to the decorations and mottoes, especially commenting on the one, "God bless her and you," on the huge evergreen arch erected by Mr. Thomas Kitchen; and expressed great pleasure in meeting so many children as were present. He complimented them on their singing, and asked for a holiday to make up for their having to wait some time for his arrival.

ANOTHER ADDRESS, on behalf of the school children of Nanaimo, was read by Miss Stannard. It expressed pleasure at greeting the Queen's representative; and referred to Queen Victoria as one who has given a life-long example of simple goodness and complete devotion to duty. It hoped the visit would impress the feeling that all the children of the Province were of one great school, so that when the time comes they will take their places as citizens and make

Canada have united, upright and prosperous people. It concluded with a hearty personal greeting and good wishes.

VANCOUVER COAL COMPANY'S WORKS.—The vice-regal party next proceeded to inspect the Coal Company's works, and afterwards drove to the Hospital; thence the drive extended around town, which afforded a magnificent view of the harbor. Their Excellencies' attention was directed to the Hudson Bay Company's old bastion, which is the only one remaining entire in the Province. It is kept in good repair by the municipal council, and is used as a room for band practice, instead of its original purpose of dealing death to hostile Indians. Their Excellencies soon afterwards left by the steamer *Joan* for Vancouver.

KAMLOOPS.—The Governor-General and party arrived at Kamloops station on the evening of the 14th November. Here the "special" remained until next day, when addresses were presented. The vice-regal party enjoyed the "stop over" at Kamloops and the trip through the Rockies, reaching Field station on the 17th November. From the two stations mentioned, his Excellency addressed complimentary letters of thanks to Lieutenant-Governor Dewdney and to the Mayor of Victoria.

GOVERNORS-GENERAL AND LIEUTENANT-GOVERNORS.—For reference the following list is given showing those appointed since the union of British Columbia with the Dominion:

GOVERNORS-GENERAL.—Earl of Dufferin, sworn in June 25th, 1872; the Right Honorable the Marquis of Lorne, K.T., G.C.M.G., P.C., etc., November 25th, 1878; the Most Honorable the Marquis of Lansdowne, G.C.M.G., etc., October 23rd, 1883; the Right Honorable Lord Stanley of Preston, G.C.B, June 11th, 1888 (became Earl on the death of his brother, April 21st, 1893); the Right Honorable the Earl of Aberdeen, Viscount Gordon of Aberdeen, P.C., LL.D., etc., September 18th, 1893.

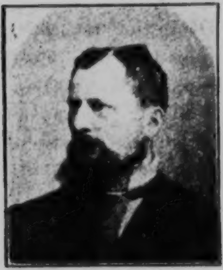
LIEUTENANT-GOVERNORS.—Hon. J. W. Trutch, appointed July 5th, 1871: Hon. A. N. Richards, June 27th, 1876; Hon. Clement F. Cornwall, June 21st, 1881; Hon. Hugh Nelson, February 8th, 1887; Hon. Edgar Dewdney, November 1st, 1892.

THE SALARIES of the lieutenant-governors have been decided on by the Parliament of Canada. They are: for Lieutenant-Governor of Ontario, Quebec and Manitoba, $10,000 each; for New Brunswick, Nova Scotia and British Columbia, $9,000 each; for Prince Edward Island and the North-West Territories, $7,000 each per annum.

CHAPTER XIX.

PARLIAMENTARY—MEMBERS OF EXECUTIVE.

Since Confederation there have been Six Parliaments in British Columbia. The duration of the First Parliament was from February 15th, 1872, to the dissolution of the Legislature, August 30th, 1875. In that period there were four sessions of the Legislature, with meetings as follows: 1st, February 15th, 1872, to prorogation, April 11th, 1872; 2nd, December 17th, 1872, to February 21st, 1873; 3rd, December 18th, 1873, to March 2nd, 1874; 4th, March 1st, 1875, to April 22nd, 1875. The Government consisted of Messrs. J. F. McCreight (see page 406), Robertson, and Walkem, in 1872; Messrs. De Cosmos (see page 366), Ash, Beaven (see page 421), and Walkem (see page 424), in 1873; and Messrs. Walkem, Ash, Beaven, and Armstrong, in 1874-5—three changes of Government.



JOHN ROCKE ROBERTSON.

The Second Parliament had three sessions. It opened with the 1st Session, January 10th, 1876, which lasted till May 19th; 2nd Session, February 21st, 1877, to April 18th; 3rd Session, February 7th, 1878, to April 10th. Parliament dissolved April 12th, 1878. Members of Government: Messrs. Elliott, Vernon (see page 425), and Smithe, and A. E. B. Davie. Speaker: Hon. James Trimble, from 1872 to 1877.

A. E. B. DAVIE.

The Third Parliament had five sessions. The 1st Session, July 29th, 1878, to September 2nd; 2nd Session, January 29th, 1879, to April 29th; 3rd Session, April 5th, 1880, to May 8th; 4th Session, January 24th, 1881, to March 25th; 5th Session, February 23rd, 1882, to April 21st. Parliament dissolved June 13th, 1882.

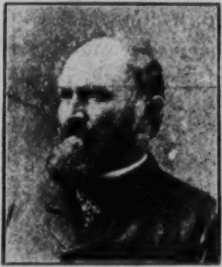
Members of Government: Messrs. Walkem, Beaven (see page 421), Humphreys, and Armstrong. Speaker: F. W. Williams, from 1878 to 1882.

WM. SMITHE.

The Fourth Parliament had four sessions. The 1st Session, January 25th, 1883, to May 12th; 2nd Session, December 3rd, to 1883, February 18th, 1884; 3rd Session, January 12th, 1885, to March 9th; 4th Session, January 25th, 1886, to April 6th. Parliament dissolved June 3rd, 1886. Members of Government: Messrs. Smithe, A. E. B. Davie, Robson, Drake, and R. Dunsmuir (see page 548), President of Council. Speaker: J. A. Mara, from 1883 to 1886.

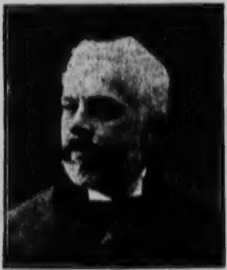
The Fifth Parliament had four sessions. The 1st Session, January 24th, 1887, to April 7th; 2nd Session, January 27th, 1888, to April 28th; 3rd Session, January 31st, 1889, to April 6th; 4th Session, January 23rd, 1890, to April 26th. Parliament dissolved May 10th, 1890. Members of Government: Messrs. A. E. B. Davie, Vernon, Turner, Robson, and C. E. Pooley, President of Council. Speaker: C. E. Pooley, from 1887 to 1889.

The Sixth Parliament had four sessions. The 1st Session, January 15th, 1891, to April 20th; 2nd Session, January 28th, 1892, to April 23rd; 3rd Session, January 26th, 1893, to April 12th; 4th Session, January 18th, 1894, to April 12th. Speaker: Hon. D. W. Higgins, from 1890, to 1894. Parliament dissolved June 2nd, 1894. The following gentlemen composed the Executive Council during the last Session of the Sixth Legislature: Charles E. Pooley, Q.C., President of the Council; Theodore Davie, Q.C., Attorney-General and Premier, and Clerk of the Executive Council; Forbes George Vernon, Chief Commissioner of Lands and Works; John Herbert Turner, Minister of Finance and Agriculture; Colonel James Baker, Provincial Secretary, Minister of Education and Immigration, and Minister of Mines.

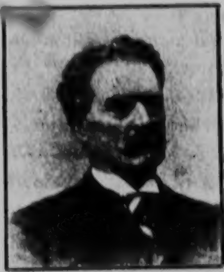


C. E. POOLEY.

At the close of the Sixth Parliament, the party in power was a continuation of the Smithe Administration of 1883-7. The Executive changes which have taken place in the Cabinet since then, have mostly been caused by the death of the respective members. Mr. Smithe became Premier and Chief Commissioner of Lands and Works, January 29th, 1883, with the Hon. A. E. B. Davie, as Attorney-General, and the Hon. John Robson, as Provincial Secretary, Minister of Mines, and Minister of Finance and Agriculture; M. W. T. Drake was sworn in on the same date, as President of the Executive Council. On the 21st of March, 1885, Simeon Duck accepted the office of Minister of Finance and Agriculture.


J. H. TURNER.

THIS ARRANGEMENT of the Cabinet continued until the death of Mr. Smithe, March 28th, 1887. On April 1st, of that year, the Hon. F. G. Vernon was appointed Chief Commissioner of Lands and Works; and the Hon. A. E. B. Davie became Premier, holding the portfolio of Attorney-General. The Hon. Robert Dunsmuir was appointed President of the Council, August 8th, 1887, and the Hon. J. H. Turner, Minister of Finance and Agriculture, on the same date; and the Cabinet continued the same until the death of Hon. A. E. B. Davie, which occurred on the 1st of August, 1889, deeply regretted.

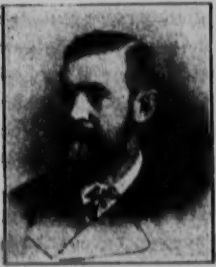

JOHN ROBSON.

A RE-CONSTRUCTION of the Cabinet then became necessary, which was accomplished 3rd August, 1889, by the selection of the Hon. John Robson, as Premier, continuing to hold the offices of Provincial Secretary and Minister of Mines, etc.; the Hon. J. H. Turner, Minister of Finance and Agriculture; F. G. Vernon, Chief Commissioner of Lands and Works; Theodore Davie, Attorney-General, and C. E. Pooley, President of the Council, *vice* Hon. Robert Dunsmuir, who died April 12th, 1889. He was looked on as the poor man's friend.

ROBERT DUNSMUIR.

A new minister was added to the Cabinet in 1892, viz., Colonel

James Baker, who was appointed Minister of Education and Immigration, May 28th. The premier, Mr. Robson, left Victoria for London, May 27th, in connection with measures which had previously occupied the attention of the Government, relative to the further colonization of the Province, and the development of the fisheries along the coasts of British Columbia. His sudden and lamented death in London, on June 29th, 1892, interfered with those plans, and necessitated another reconstruction of the Government. On July 2nd, the Hon. Theodore Davie accepted the premiership, and was gazetted as Attorney-General and Clerk of the Executive Council. Colonel Baker was, on the same date, appointed Provincial Secretary and Minister of Mines, in addition to the offices which he formerly held. The other members of the Cabinet continued in their former positions, without any change of *personnel*.



COL. BAKER.

HON. THEODORE DAVIE.

A general election was held in July, 1894, under the new Redistribution Act, which was passed during the fourth session of the sixth parliament. That election sustained the Davie Administration, by returning the Premier, the President of the Council, the past Speaker, and a new government supporter, by acclamation; four government supporters were elected for the city of Victoria, which included the Minister of Finance. Colonel Baker, Provincial Secretary, etc., was returned for his former constituency (East Kootenay), but the Commissioner of Lands and Works was defeated in East Yale by a majority of thirteen. His successor, George Bohun Martin, member for North Yale, after his appointment was re-elected by acclamation. He is son of the late Captain G. B. Martin, C.B., Royal Navy, and Isabella Harriet, only daughter of the late Admiral Sir Thomas Briggs, K.C.B. The newly-elect Chief Commissioner of Lands and

GEORGE BOHUN MARTIN.

Works was born in England, on Christmas Day, 1842, and was educated at Cheltenham. He was first elected to the Legislative Assembly at the elections held on October 13th, 1882, to fill the vacancy caused by the death of the member-elect, Mr. P. Bennett. The total vote for the Government is given in round numbers at nineteen thousand, and for the Opposition, thirteen thousand; which shows that the policy of the Government is approved by a substantial majority sufficient to enable them to hold the reins of power during the seventh parliament.

D. W. HIGGINS.

THE SEVENTH PARLIAMENT met on November 12th, 1894. The Hon. D. W. Higgins was re-elected Speaker, and so entered upon his third session in the chair. His nomination was seconded by the *pro tem.* leader of the Opposition, who complimented him highly on his impartiality, when formerly Speaker, and which marked him as the right man for the place.

LIEUT.-GOVERNOR DEWDNEY.

"SPEECH FROM THE THRONE."—His Honor Lieutenant-Governor Dewdney opened the session by reading "the speech," in which he welcomed the members to the new House and the first session. He referred to the financial depression which had affected British Columbia in common with other countries. It became necessary, on account of the floods which had occurred during the year, to incur expenses in extending relief to the sufferers, by supplying seed grain, etc., to them. He repudiated the exaggerated reports of loss of life and property which had been circulated, but approved of the prompt measures taken by his ministers for the relief of sufferers. Reference was made to the death of Sir Matthew Baillie Begbie, who had for thirty-five years been Chief Justice of British Columbia, and "by whose demise has been removed a central figure in British Columbia's history, a man of distinguished ability, to whose memory society owes a debt of gratitude for establishing our effective code of justice on firm and lasting foundations." Coal-mining, which, during the early part of the year, was, for lack of profitable foreign demand, restricted in its operation, exhibits signs of renewed activity, and the output promises large increase. The commencement is evidence of a healthy reaction in the timber industry, and the exports of lumber have been larger than in preceding years. Quartz mining in Kootenay, and the inauguration on a large scale, in Cariboo and elsewhere in the Province, of placer mining by improved hydraulic methods have been most encouraging, and betoken an era of great mining development in British Columbia. The season's operations in salmon canning have been large. The sealing industry has experienced a successful year, the fleet returning with an unprecedented catch; and it is gratifying to observe that attention has been direct[illegible] to deep-sea fishing, and that a regular trade has now been established with eastern markets.

"He was happy to state that the [illegible]kusp and Slocan railway is completed, and already large bodies of [illegible] are being shipped over it. The bonds authorized by the Act of last session have been negotiated in London, bearing interest at 4 per cent. per annum, and have been sold at a premium of 6 per cent. During the recent visit of his Attorney-General to Ottawa, terms of settlement were arrived at with the Dominion Cabinet with reference to the lands in the railway belt; also, an arrangement was concluded for the issuance of a joint departmental commission, having for its object a report by expert engineers on the feasibility of a comprehensive scheme for the protection of the Fraser River valley by dyking.

"The Department of Immigration has effected the location of a Norwegian colony of well-to do settlers in Bella Coola valley. The success of this effort will, doubtless, secure the establishment of future colonies of a similar character.

"The Province has been favored with a visit from his Excellency the Governor-General of Canada, and his amiable consort the Countess of Aberdeen, and it is highly satisfactory to know that on every hand their Excellencies have met with enthusiastic expressions of welcome, and that they will take their departure with a warm and generous appreciation of the loyalty of her Majesty's subjects in this portion of her dominions. Among the measures to be submitted to their consideration would be 'An Act to amend the Assessment Act,' 'A Consolidated Lien Act,' 'A Small Debts Recovery Act,' 'An Act for giving to cities the option of Government by commissioners,' and 'An Act authorizing the revision of the statutes.' The subject of further railway extension for the development of the resources of the Province will receive consideration, and should any practical proposal be forthcoming it will be laid before you in due course."

When the Lieutenant-Governor had retired, prayer in the usual form was offered by the Right Rev. Bishop Perrin. Hon. Mr. Turner presented the public accounts for the fiscal year, ended June 30th, 1894, and the House adjourned.

An Important "Notice of Motion" was given by Mr. Rithet, before the adjournment of the first day's sitting, namely: "That this government be requested to take immediate steps to arrange with the Dominion Government for the joint management of the fisheries of this province upon the same terms as the Province of Ontario until the final settlement of the question as to the control of the fisheries, now pending between that province and the Dominion Government." The presence in Victoria of Sir Charles Hibbert Tupper, Minister of Marine and Fisheries, early in December, will doubtless assist in settling satisfactorily this and other fishery questions.

The Hon. Mr. Davie introduced the first bill of the session, which provides in twenty-four clauses and a schedule "for the carrying out of the security proposed to be given, in brief, to the effect that all wages to workmen shall be paid not less frequently than weekly, and that such wages when due shall be a first charge upon moneys due to any contractor or other employer."

Nearly one-half of the members in the present House of Assembly are new men. Three of the members, namely, Messrs. Booth, Semlin and Hunter, were elected to sit in the first Assembly which met after Confederation; they did not, however, sit during each consecutive Parliament. The Hon. Robert Beaven, late leader of the Opposition, was the only member of the Assembly who had occupied his seat in the House at each session since Confederation but the last. The Hon. G. F. Vernon was first elected to serve in the second Parliament of 1876. There are now fourteen new members. They will be distinguished in the following list, which shows the year when each first became a member of the Legislature:

Member.	*Constituency.*	*Year.*
Adams, William	Cariboo	1893
Baker, Hon. Colonel James	East Kootenay	1886
Booth, J. P.	North Victoria	1871
Braden, John	Victoria City	1894
Bryden, John	North Nanaimo	1875
Cotton, F. C.	Vancouver	1890
Davie, Hon. Theodore	Cowichan-Alberni	1882

Member.	*Constituency.*	*Year.*
Eberts, D. M.	South Victoria	1890
Forster, Thomas	Delta	1890
Graham, Donald	East Yale	1894
Helmcken, H. D.	Victoria City	1894
Higgins, Hon. D. W.	Esquimalt	1886
Hume, J. F.	West Kootenay South	1894
Hunter, Joseph	Comox	1871
Irving, John	Cassiar	1894
Kellie, J. M.	West Kootenay North	1890
Kennedy, J. B.	New Westminster	1894
Kidd, Thomas	Richmond	1894
Kitchen, Thomas E.	Chilliwack	1890
Martin, Hon. G. B.	North Yale	1882
McGregor, James	Nanaimo City	1894
McPherson, R.	Vancouver	1894
Mutter, Major J. M.	Cowichan-Alberni	1894
Pooley, Hon. C. E.	Esquimalt	1882
Prentice, J. D.	East Lillooet	1894
Rithet, R. P.	Victoria City	1894
Rogers, S. A.	Cariboo	1890
Semlin, C. A.	West Yale	1871
Smith, A. W.	West Lillooet	1889
Sword, C. B.	Dewdney	1890
Turner, Hon. J. H.	Victoria City	1886
Walkem, Dr. W. W.	South Nanaimo	1894
Williams, A.	Vancouver	1894

A CRITIQUE.—The B.C. *Home Journal* says: "The members composing the new House are superior to those of the last. With the exception of Mr. Beaven, the Opposition can certainly boast of better material, while on the Government side, there have been many changes for the better. . . . Of the leaders on the Government side, very little can be said that is not already known. Messrs. Davie, Turner, Baker, Pooley *et al* are old and tried men, and the phenomenal capacity of the Attorney-General for good, hard work is now a matter of history. . . . As was said before, the House is far ahead of any previous one in point of intelligence, and there is every reason to hope that much good will result to the Province from the deliberations of the SEVENTH PARLIAMENT."

REVENUE AND EXPENDITURE.—"Public Accounts" presented to the Legislature at the opening of the session give details of the annual receipts and expenditures, the assets and liabilities, and condition of the various loan accounts. The expenditure necessary for the relief of the sufferers by the flood along the Fraser River, is given at

$30,005, for which the Legislature will be asked to make an appropriation to meet the amounts paid out by special warrant. Of the $30,000, the sum of $21,283 was for seed grain and provisions; $4,948 was paid to the eight steamers engaged in the service for the transfer of settlers and their effects and stock to places of safety. The other $5,000 was required to pay a large number of men for services on the steamers and elsewhere; in procuring and distributing the seed, and of the cost of the provisions purchased for the settlers during the flood.

The Nakusp and Slocum Commission cost $1,153, of which $829.50 went to the two commissioners for pay and personal expenses; the taking down and printing the evidence making up the greater part of the balance of the expense. The Royal Commission was granted to investigate certain charges which were preferred against the Davie Administration by the Opposition, but which, on examination were found to be groundless.

The Net Revenue for the fiscal year ended 30th June, 1894, is stated to be less by $197,546, than that of 1892-3. The details, however, show that more than three-fourths of the deficiency, or in round numbers, $150,000, was on account of land sales, so much more land having passed into private hands in the one year than the other. The special item of educational refunds, namely, $40,000 received in 1893, makes up, almost, the rest of the difference. Other heads showing a falling-off in the revenue are real property and wild land tax—$16,000, due to the formation of new municipalities, and the not unwelcome diminution of $13,000 in the amount received as proportion of the poll tax, under the Chinese Restriction Act. The renewed activity of the lumber trade had its effect on the increase of the receipts from timber royalties and licenses.

CHAPTER XX.

FUR SEALING AND THE ALASKA BOUNDARY.

The fur-sealing industry is one of importance to British Columbia, and its maritime interests. That industry, however, was greatly interfered with in 1886 by the high-handed action of the United States cruisers in seizing Canadian vessels at a distance of from sixty to one hundred miles from the nearest land, and conveying them to Sitka, the capital of Alaska. There the masters and mates were tried in a Prize Court, and condemned to fine and imprisonment, their vessels being detained and their crews turned adrift for the alleged violation of a statute of the United States.

Alaska was purchased by the United States from Russia in 1867. A treaty had been made between Great Britain and Russia in 1825, which defined the boundary of the Russian possessions in North America. That treaty was made the basis of the purchase of 1867, and under it the United States Government claimed, not only the Aleutian Islands, but that the Behring Sea was a *mare clausum* and became their property.

Great Britain protested against any such claim. Long before the purchase of Alaska by the United States in 1821, when Russia attempted to enlarge her jurisdiction from three to one hundred miles from the shore of the Russian possessions on the west coast of America and the east shore of Asia, the injustice of the claim was pointed out. Both Britain and the United States protested against such an enlargement; with the result, that Russia formally abandoned those claims to extended jurisdiction, and admitted that the Behring Sea was open to the ships of all nations.

Mr. Bayard, United States Secretary of State, in 1887, announced the release of the vessels seized and the discharge of the persons arrested—"but without conclusion of any question that may be found to be involved in these cases of seizure." Other seizures were made in 1888 and in 1889, when further remonstrances were made by the British Government, which resulted in the treaty of February

29th, 1892, providing reference to an international tribunal of arbitration, which met at Paris in 1893.

A PRETENSION was advanced by the United States, that the Pacific Ocean did not include the Behring Sea. That was demolished by Lord Salisbury, who showed that the Behring Sea was always considered a part of the Pacific Ocean, and consequently, that the treaties of 1824 ,and 1825, which limited Russia to the ordinary three-mile limit, were applicable to the Behring Sea.

IN 1891, an agreement was made referring to the *modus vivendi* of that year, to prevent further seizures and afford protection to the seals, by closure of the Behring Sea against sealing. Her Majesty's Government agreed to consider any case in which it was clearly established that direct loss had been suffered by any British subject by the enforcement of that prohibition. Claims for 1891 were paid by the Collector of Customs, Victoria, on behalf of the British Government, amounting to nearly $100,000.

CLAIMS AGGREGATING about half a million dollars have been sent in for the years between 1885 and 1890. The settlement of those is still pending—the Paris tribunal having decided that the United States Government are liable to British subjects for such amounts as may be found due them for having been unlawfully seized by United States cruisers under the pretension that they had no right to catch seals within sixty or one hundred miles of the "rookeries."

THE ANNUAL SEAL-CATCH by British sealers is given as follows: 1890, at 44,751; 1891, at 50,495; 1892, at 46,362; 1893, at 70,332; the catch of 1894 reached 94,474. The close season extends from May 1st to July 31st, both inclusive, north of 35th degree of latitude, and eastward of the 180th degree of longitude from Greenwich, till it strikes the water boundary off the west coast of America, as described in Article I., treaty of 1867, between the United States and Russia, including Behring Sea, which has an area of about 800,000 square miles.

PRESIDENT CLEVELAND'S ANNUAL MESSAGE, presented to the Senate, December 3rd, 1894, contains the following paragraph:

"Early in the present year an agreement was reached with Great Britain concerning the instructions to be given to the naval commanders of the two governments in Behring Sea, and the contiguous North Pacific Ocean, for their guidance in the execution of the award of the Paris tribunal of arbitration, and the enforcement of the regulations therein prescribed for the protection of seal life in the waters mentioned. An understanding has also been reached for the payment by the United States of $425,000, in full satisfaction of all claims which may be made by Great Britain for damages growing out of the controversy as to fur seals in Behring Sea, or the seizure of British vessels engaged in taking seal in those waters. I am convinced that a settlement upon the terms mentioned would be an equitable and advantageous one, and I recommend that provision be made for the prompt payment of the stated sum. Thus far only France and Portugal have signified their willingness to adhere to the regulations established under the award of the Paris tribunal of arbitration."

The Alaska Boundary.—As the operations of the fur-sealing industry border on Alaska, it may be well to allude here to the joint boundary commission which has been appointed by Great Britain and the United States to locate the boundary line between Alaska and Canada. To the east of the 141st meridian, from the Arctic Ocean to the 60th parallel of latitude, the Yukon district of the North-West Territories forms the boundary; to the south of the 60th parallel, British Columbia forms the boundary of Alaska. To decide on the British Columbia portion of the boundary, parties of surveyors from both governments have been engaged during 1893-4.

W. F. KING.

Photo-Topography.—They have, under the direction of W. F. King, Esquire, Chief Astronomer of the Department of the Interior, her Majesty's Commissioner *re* the international boundary line on the north-western coast of America, and in Passamaquoddy Bay on the Atlantic, introduced, with great success, what is known as "Deville's system" of surveying, by the aid of photo-topography. Its correctness has been fully tested, and it has enabled surveys to be made in a rugged mountainous region, in many places inaccessible, and to be accurately delineated in much less time, and at a fraction of the expense, than it could have been done by any other system.

Mount St. Elias.—One of the important points which have been decided by the survey is the correct location of Mount St. Elias. The latitude of that great mountain is given as 60° 17′ 34″ and the longitude, 140° 55′ 20″. Thus, as the northern boundary of British Columbia is latitude 60° N., Mount St. Elias is about twenty miles in the North-West Territory, and its distance from the boundary of Alaska, that is, the 141st meridian, is a little less than three miles. The position given is that of the highest peak from the south-east —so Canada has gained possession of the giant.

A LAMENTATION.—The New York *World* feels sad, and says: "Uncle Sam has just lost the highest lump of land in his possessions. No longer can the United States claim to hold the biggest mountain in North America. The tallest bit of territory this side the North Atlantic has been adjudged the property of Great Britain. Mount St. Elias, the snow-crowned monarch of the Alaskan mountains, no longer stands on American? (United States) soil.

"The members of the coast-survey party sent this summer (1894) to confer with representatives of the state department of England, with a view to effectually locating the boundary line of Alaska, have returned to Washington. The division has been definitely fixed at the 141st meridian of longitude. Mount St. Elias stands just half a degree east of this, and, therefore, is within the British possessions. Behring, the navigator, first sighted the 'Bolshoi Shopka,' or 'Great Peak,' on St. Elias day, 1741. Hence its name. As yet, no intrepid traveller has reached its summit. The latest survey, just completed, fixes the summit 18,023 feet above sea level."

IT APPEARS from the boundary-survey party's report that there are two, if not three, other mountains farther inland on British territory that are higher than the famous saint's mountain. Of these, Mount Logan is stated to be 19,534 feet high, and there are two other nameless peaks, that overtop Mount St. Elias by a considerable height. The highest of those might very properly be named MOUNT ABERDEEN, in honor of the present Governor-General of Canada. There is nothing to show that Mount St. Elias is in an active state of volcanic eruption, nor that it has been so for many years. Captain Vancouver, who surveyed the coast opposite in 1794 (a hundred years ago), and published a view of the mountain, does not describe it as an active volcano.

HARMONIOUS WORK ON THE SURVEY.—During the boundary survey it was arranged between the surveying parties, that a Canadian surveyor should accompany a United States party, and that, *vice versa*, a United States surveyor should accompany the other. They thus worked harmoniously together, and have agreed on all the measurements along the coast, commencing at the 130th meridian, thence westward along the 56th meridian and the coast line until they reached the 141st meridian, which is the western boundary of British Columbia and the North-West Territories.

UNITED STATES CHARTS.—The greatest difficulty in finally locating the boundary line will consist in arriving at the correct interpretation of the meaning and wording of the treaty of 1825 (see page 125), especially the portion which relates to the southern part of the boundary, in which the description does not agree with what is claimed by the United States charts. The treaty describes the line of demarcation to be from the southernmost point of Prince of Wales Island (Point Chacon, latitude 54° 40′) between the 131st and 133rd meridians; thence northerly (in an imperial official document "from south to north") to where it strikes the continent at the 56th degree.

THEY OVER-REACH THE MARK.—The boundary, as claimed, or marked on a United States chart (Coast and Geodetic Survey, issued March, 1891, by T. C. Mendenhall, Superintendent; verified by B. A. Colonna, Assistant in charge of office), instead of going *northerly* to where the line would strike the continent within the 131st meridian, is drawn *due east* to near the entrance of Portland Inlet, and then NORTHERLY along Portland Canal, where it touches the 130th meridian. PORTLAND CANAL lies entirely beyond the boundary range described in the treaty, and does not extend north to the 56th parallel of latitude as required in the description; besides there is no channel called "Portland Channel" on Vancouver's map or charts, which contained the only surveys then made and available by the parties who framed the treaty. Doubtless the words in the treaty "called Portland Channel," should have been written "called BEHM'S CHANNEL," and should be so interpreted. The experience in dealing with our astute neighbors, relative to the Oregon treaty, the San Juan boundary and the recent fur seal arbitration, should not be lost sight of.

REVILLA GIGEDO.—By an Imperial Order-in-Council, passed July 31st, 1880, British Columbia has authority to deal with the island of Revilla Gigedo and neighboring islands, provided Behm Channel is decided on as the boundary.

A Sad Event.—Sir John Thompson, Premier of Canada, was prominent in the "Seal arbitration" at Paris, 1893. He died suddenly at Windsor Castle, Dec. 12th, 1894, where he was by the request of Queen Victoria, and had just been sworn in as an Imperial Privy Councillor. Hon. Mackenzie Bowell was chosen to succeed Sir John in the premiership.

CHAPTER XXI.

CONDITION OF THE PROVINCE.

The Financial Condition of British Columbia is healthy. Its revenue is derived from a variety of sources—a very important part being the subsidies in perpetuity from the Dominion of Canada. These subsidies amount now to about $245,000 annually, made up as follows: Five per cent. interest on the amount of the actual and allowed debts of the Province at Confederation; the subsidy to the Government and the Legislature; the grant of 80 cents per capita of the population, and the grant for lands conveyed for the Canadian Pacific Railway. The grant per capita is increased at every census, until the population reaches 400,000.

The other Sources of Revenue are from land sales; land revenue, timber royalty and licenses; survey fees; rents from timber, land and ferries; free miners' certificates, mining receipts (general); licenses; marriage licenses; real property tax; personal property tax; wild land tax; income tax; provincial tax (revenue); registered taxes (all denominations); tax sale deeds; revenue service refunds; fines and forfeitures; law stamps; probate fees; registry fees; assay office fees; printing office receipts; sale of government property; reimbursements in aid; "Chinese Restriction Act, 1884;" Dominion Government refund and miscellaneous receipts.

The Receipts under these heads have steadily increased. In 1880, the revenue of the Province amounted to $390,907; in 1885, to $600,398; in 1890, to $845,522; and in 1893, to $1,019,206. The expenditure in the same years was, for 1880, $446,574; for 1885, $655,437; for 1890, $911,408; and for 1893, $1,431,437.

The Excess of Expenditure over actual revenue was caused by the carrying out of works of development as voted on by the Legislature. These works were the making of roads, trails, bridges, and surveys all over the Province; also, the erection of school buildings, court-houses, jails, etc., etc.

Loans, how Applied.—In his annual budget speech, in the early session of 1894, the Minister of Finance showed how the moneys received by loans had been applied since 1887:

"There have been built 110 school-houses at a cost of $174,441; 10 jails and lockups, $26,985; 12 court-houses, $190,692; 595,000 acres of land surveyed, $83,424; 1,200 miles of road, 800 miles of trail, 600 bridges, and 5,000 miles of roads and bridges kept in repair at a cost of $1,531,683, making a total of $2,007,225, or a total expenditure on public works during this period of over $2,000,000. If we deduct from this $300,000 for repairs, we have still an expenditure of $1,700,000 on public works which are now represented by assets that are fully equal to the expenditure that has been made on them. We might value the 595,000 acres of land alone at least at one dollar per acre, and this is now open to settlement and is being plotted and mapped so that the immigrant may be thoroughly informed respecting it at the land office. But we have to add to these assets the public works that will result from the expenditure which has now to be voted, amounting to considerably over $400,000. This shows that the funds which we obtained from the loans referred to have been carefully expended in the manner which the country desired, and which it expressed its own opinion of through the House at the time these loans were voted on for the purpose of public works."

Conversion to Inscribed Stock.—The progress of the Province, as indicated by the increase in revenue, especially during the last six years, shows the advantage of these works. This expenditure was provided for by loans in 1887 and 1891. In the last year the Finance Minister arranged for a change in the method of raising the loans—adopting the form of inscribed stock. In order to enable the Province to borrow on better terms, a plan for conversion of the 1877 and 1887 loans (which bore interest respectively at 6 per cent. and 4½ per cent.) was carried, issuing the new inscribed stock in place of the old bonds. Under this arrangement the Province was enabled to borrow at 3 per cent. with a sinking fund of 1 per cent.; and the 1891 loan was raised at that rate (it sold at 84). In 1893, a further loan was raised for the construction of the new Parliament Buildings, at 3 per cent. interest. This loan sold at 91.

Increase in Revenue.—The total net indebtedness of the Province on 30th June, 1893, was $1,694,722. The value of provincial public buildings is estimated at $1,150,000; of which the sites cost, in round numbers, $100,000. Notwithstanding the depression that has prevailed during last year, our exports exceeded, in a marked degree, those of any previous twelve months.

Expenditure for Seven Years.—The following is a seven-years' summary of expenditure, showing the amounts appropriated on the mainland and on Vancouver Island :

	Mainland.	*Island.*	*Total.*
Hospitals	$175,116	$123,989	$299,105
Education	496,719	416,143	912,862
R. S. B. & W.	992,941	457,408	1,450,349
Works and Buildings	385,896	161,053	546,949
Surveys	98,930	67,747	166,677
Total	$2,149,602	$1,226,340	$3,375,942

NET PROVINCIAL DEBT.	
1887	$449,836
1888	497,132
1889	606,614
1890	672,506
1891	701,419
1892	1,033.612
1893	1,694,722

REVENUE.	
1887	$541,517
1888	608,678
1889	706,780
1890	835,463
1891	959,248
1892	1,020,002
1893	1,012,257

A Financial Statement.

	Gross Debt.	*Total Assets.*	*Interest.*
1887	$1,157,001	$707,165	$58,313
1888	1,780,125	1,282,993	89,878
1889	1,772,871	1,166,257	89,878
1890	1,797,820	1,125,314	89,878
1891	1,843,154	1,141,736	89,878
1892	2,876,036	1,842,434	118,978
1893	3,187,456	1,492,734	113,068

Exemption from Taxes.—The following is a list of exemptions for the city of Victoria, for the year 1894, making an aggregate of $2,669,130, as furnished by the assessor, Mr. William W. Northcott. The exemptions on church property are for improvements only, and on all the rest, both land and improvements : Roman Catholic church and convent, $166,900 ; Presbyterian churches, $73,300 ; Methodist churches, $125,000; Episcopal churches, $36,500 ; Reformed Episcopal church, $12,000 ; Baptist churches, $19,000 ; Jewish synagogue, $10,000 ; Lutheran church, $1,000 ; hospitals, $124,600 ; Protestant orphan's home, $30,000 ; city property, $357,210 ; schools, $179,750 ; Provincial Government, $351,105 ; Dominion Government, $233,925 ; railways, etc., $148,840 ; Indian reserve, $300,000 ; park (Beacon Hill), $500,000.

It has been shown that the finances of British Columbia are in a healthy condition. Public works are being carried on as speedily as the exchequer will permit. During 1893, the Provincial Government has engaged in the erection of several important public buildings. A commodious court-house has been built in Vancouver city at a cost of $60,000. Plans have been prepared for a handsome stone court-house in Nanaimo. The parliament buildings in Victoria are under contract to be completed by the 30th November, 1895, and will be occupied early in 1896. The foundations were finished in 1893, and the contract for the superstructure was awarded late in that year. (See page 312.) The bridges over the Thompson River at Spence's Bridge and Ashcroft, destroyed by the floods, are being rebuilt. Ferries were, in the meantime, established at these two points, to meet traffic requirements.

New Buildings for the Dominion.—The Dominion Government have purchased an eligible site, and plans are prepared for the construction, in Victoria, of a central building for all Dominion offices—customs, post-office, inland revenue, marine and fisheries, etc. The sum of $84,000 was voted at the last session of the Commons to be devoted to this purpose. It is understood that the buildings when completed will cost $250,000.

Quarantine Station.—At William Head, an extensive quarantine station has been erected by the Dominion Government. It is provided with all necessary appliances to carry out the quarantine regulations, which are to be rigidly observed to prevent the introduction of contagious diseases.

The Ocean Docks.—These capacious wharves, constructed by Messrs. R. P. Rithet & Co. (T. F. Sinclair, contractor), are now complete in every detail, and with the assistance of the Dominion Government dredger, a channel has been dredged to a depth sufficient to admit of the safe entrance and docking of vessels drawing thirty feet of water at the lowest stage of the tide. The basin has been carefully dredged in every part to furnish this depth of water.

The Marine Railway.—It was found that the graving-dock at Esquimalt could not always accommodate the merchant-ship service, as H.M.S. war ships have the preference of occupation, so in May, 1894, a marine railway was completed by private enterprise. It is in charge of W. F. Bullen, formerly manager of the Albion Iron Works, and is capable of hauling out vessels 320 feet long and of 2,500 tons dead weight; and, at two hours' notice a ship drawing twenty-two feet of water can be hauled out in fifteen minutes. During the two months ending June 30th 1894, the marine railway was occupied by eight ships, aggregating 8,370 tons.

THE ESQUIMALT GRAVING-DOCK is capable of admitting vessels 480 feet long, drawing from twenty-seven to twenty-nine feet. During twelve months ending 30th ultimo, the graving-dock was occupied sixty-six days by seven vessels, total tonnage 10,773 tons.

HARBORS.—The Dominion Government continues to dredge the outer and inner harbors at Victoria. An additional freight-shed, six hundred by sixty feet, has been erected on a new wharf at the outer harbor, and the area reclaimed by said wharf is being filled in to the level of the adjacent land. In the approaches to and alongside the new wharf, there is now a uniform depth of thirty feet of water at low tide, which during neaps and springs is increased from four to ten feet additional.

IN NANAIMO HARBOR, the depth of water is sufficient for the largest vessel afloat, and at the wharves there is every facility for coaling vessels with despatch.

VANCOUVER HARBOR.—A light and fog-alarm has been recommended to be placed off Prospect bluff, entrance of Burrard Inlet Narrows. There is plenty of water in the channel for ships drawing twenty-six feet, and the wharf accommodation meets the requirements of the port.

FRASER RIVER.—Improvements in deepening the channel of the Fraser River are being made by the Dominion Government, and ships having a draught of water of twenty feet can now be towed to New Westminster.

MANUFACTURES.—From the census of 1891, it appears that although British Columbia is not generally considered a manufacturing province, its returns show it to be the largest manufacturing province in the Dominion, in proportion to its population. From the same source it is learned that the value of machinery and tools in use in industrial establishments is $3,248,570, and that the number of employés has increased 300 per cent. during the ten years preceding the census.

INDUSTRIAL ESTABLISHMENTS.—In the Province are salmon canneries, sugar refinery, smelters, shipbuilding, furniture factories, manufactories of aerated waters, steam bakeries and biscuit manufactories, brickyards, roller flower and rice mills, paper mill, rolled oats and oatmeal mill, paint works, chemical works, fruit preserving establishments, Portland cement works, bone manure factory, pickle and vinegar works, soap factories, pottery and terra cotta works, coffee and spice mills, breweries, lumber saw mills, sash and door factories, planing mills, carriage factories, cigar factories, boiler and engine works, shipyards, iron foundries, boot and shoe manufactories, and numerous smaller industrial establishments.

ARTS AND SCIENCES.—For such a comparatively young country as British Columbia, the "Arts and Sciences" have made fair progress. The British Columbia Art Association, with Mr. E. S. Sharpnel as president, was founded in 1890. The first exhibition was formed that year, when three hundred works of art were placed on view, the majority being original. The "Art, Historical and Scientific Association" of Vancouver was organized in 1894. Its first exhibition was opened by the Governor-General in November, 1894.

THE ARTISTS.—The principal artists belonging to those associations are, Messrs. E. S. Sharpnel, member of the Canadian Academy and Ontario Society of Artists; W. Wilson, of Cowichan, landscape painter—his works exhibited in Glasgow and Edinburgh; Lee Rogers, Vancouver, landscape painter, a native of Liverpool—works exhibited in the Royal Academy; H. H. Simpson, Victoria, painter of animals, exhibitor in the Royal Academy; R. Quentin, Victoria, portrait and historical painter, a native of Paris, pupil of Gerome, and exhibitor in the Salon; T. Bamford, Victoria, landscape and portrait painter in oil and water colors, a native of Liverpool, England—studied under John Finney, Art Academy, Liverpool, and at the Boston Art School; S. Maclure, Victoria, landscape painter in water colors, a native of British Columbia—studied in Philadelphia; C. L. Barff, Victoria, landscape painter in oil, a native of England, and recently from China; J. Carpenter, Victoria, water colorist, a native of England.

ASTRONOMY.—F. Hastings, of Hastings' Studio, Victoria, is an astronomer of considerable celebrity. He has constructed a large telescope, which he uses with good effect. P. Leech, Victoria, is also well versed in astronomical observations.

FRUIT TREES.—The raising of fruit in the Province is receiving more attention than formerly. There is a large demand for all sorts for canning and preserving. Larger quantities would be canned at Victoria and Chilliwack if fruit could be obtained. Lord Aberdeen, in his recent tour, referred to the subject, and highly recommended the industry. He has extensive orchards on his Okanagan ranch.

Forestry.—The immense and valuable forests of British Columbia have been subjected to great waste by fire. A select committee of the Legislature, during the early session of 1894, reported in favor of having trees and shrubs of various kinds, both native and imported, planted at any government institutions having suitable land attached, so as to ascertain in reference to their acclimatation and economic value; also that care should be taken, by reservation or otherwise, to protect the forests covering the sources of the mountain streams, and also to prevent the wasteful cutting or destruction by fire of the timber in the neighborhood of mines; that the Dominion Government should be approached with a view to the location of an experimental farm in the dry belt, with (among other objects) a special view to the investigation of what kinds of forest and fruit trees can be most profitably introduced; and that every possible effort should be made by the officials of the Province in outlying districts to prevent the destruction of valuable timber areas by fire, and to punish persons carelessly or intentionally starting forest fires.

FRUIT CANNERY, VICTORIA.

The Lumber Trade.—Notwithstanding the widespread financial depression which recently prevailed, the exports of lumber from British Columbia for 1894 have exceeded that of the previous year by ten million feet. "The revival of trade in Australia points to an immediate increased demand in that country for British Columbia lumber. South America, China, Japan, Cape Colony and Europe all furnish markets for our timber wealth, and received shipments thereof during the past year."

SURVEYS.—Upwards of 65,000 acres were laid off into sections of 160 acres each, during the summer of 1893, in different parts of the Province, on which were engaged ten Provincial Government survey parties. In the Nechaco district there is a very large tract of land considered suitable for settlement. This survey has led to many inquiries from intending settlers. In Csoyoos district several townships were laid off, and descriptive reports made thereon. The survey of the northern portion of Vancouver Island is almost completed, and much reliable information thereon is now on file in the Lands and Works Department. Altogether, upwards of 240,000 acres were laid off for settlement, sufficient for 1,500 farms of 160 acres each.

"Eight hundred and thirty-two pre-emptions were recorded, 264 certificates of purchase, and 393 crown grants were issued (1893). The total area deeded was 124,634 acres. One hundred and ten thousand six hundred and forty-six acres were land for timber cutting, and 20,800 acres were covered by *free* prospecting licenses. Thirty-five thousand five hundred maps, of which 25,000 included all the province, and 10,500 portions thereof, were published by the Provincial Government for general distribution." The "deeded acreage" for 1892 is given at 309,878 acres, and in 1891 at 143,455.

FISHERIES.—The valuable deep-sea fisheries of British Columbia are as yet but slightly developed. Arrangements, however, are now in progress, in connection with cold storage accommodations, backed by local capitalists, which are likely to produce good results. The deep-sea fisheries scheme, formulated in 1891-2, by the author of this history, and approved by the Provincial Government, for which the sum of £150,000 sterling was obtained by way of loan to colonize 1,250 families of fishermen from Scotland, on the sea-board of British Columbia, may yet be revived in connection with the colonization projects of the Minister of Immigration.

BOARD OF TRADE COMPENDIUM.—The Annual Report of the British Columbia Board of Trade for 1893-4, contains an excellent summary of the principal points of interest in the Province. It notices, that whilst the volume of our trade and commerce during the period mentioned, is not so great as during the previous two years, yet it has been maintained in a healthy condition; but much capital being locked up in unrealizable assets, together with the more conservative policy of the banks, had caused money to circulate less freely.

"THE TEMPORARY stringency has necessitated greater caution and stricter economy in all lines of business, which will ultimately serve the best interests of the Province. Confidence in the future prosperity of British Columbia is shown in the high rank our Provincial Government securities and city debentures hold in the world's financial circles.

"THE GROWTH of our trade, in a great measure, will be regulated by the foreign demand for coal, lumber and fish (the latter must be developed to meet the demand). Our minerals are yearly attracting more attention, and, considering the depressed state of silver, the output of silver-bearing ore is encouraging. This new industry—the reduction of silver-galena ores—however, requires for its development cheap transportation facilities, and the same may be said of the gold and many other minerals which abound in the Province. The loosening of capital in foreign countries will undoubtedly result in the development of this province on the lines indicated.

"THE POSSIBILITIES of our trade and elasticity of our resources are shown by the circumstances that, notwithstanding the universal business depression that prevailed during last year, our exports exceeded in a marked degree those of any previous twelve months.

"THE REVENUE contributed by this Province to the Dominion Government for the year ending 30th June, 1893, amounted to $1,881,417, which is equal to a *per capita* contribution of $19.65, and is, proportionate to our population, largely in excess of that furnished by any other province. In view of the magnitude of these figures, the Province can in all justice claim from the Federal Government larger appropriations for public works in the Province than have hitherto been accorded."

COLONIZATION AND FREE HOMESTEADS.—A writer in 1864 said, that the mineral and agricultural resources of British Columbia would warrant an annual immigration of TEN THOUSAND for many years to come. After the lapse of thirty years there yet remains abundance of land in the Province fit for settlement. The free grant principle has, under certain conditions, been adopted by the present Minister of Immigration; and under proper regulations, including the development of the timber trade and the deep sea fisheries, there is nothing to prevent British Columbia from becoming a GREAT MARITIME PROVINCE, the heritage of an immense population of a prosperous, happy and contented people.

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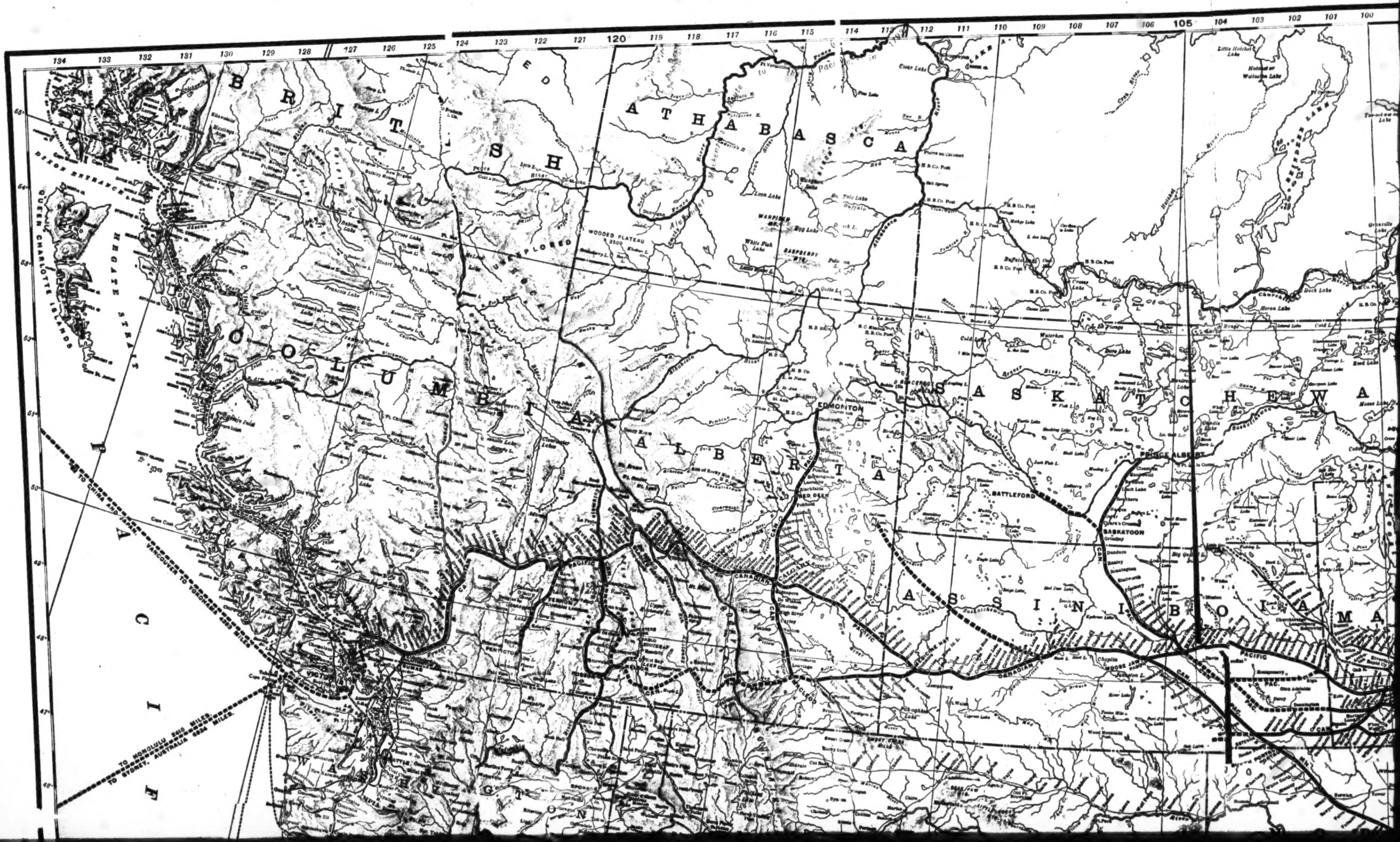
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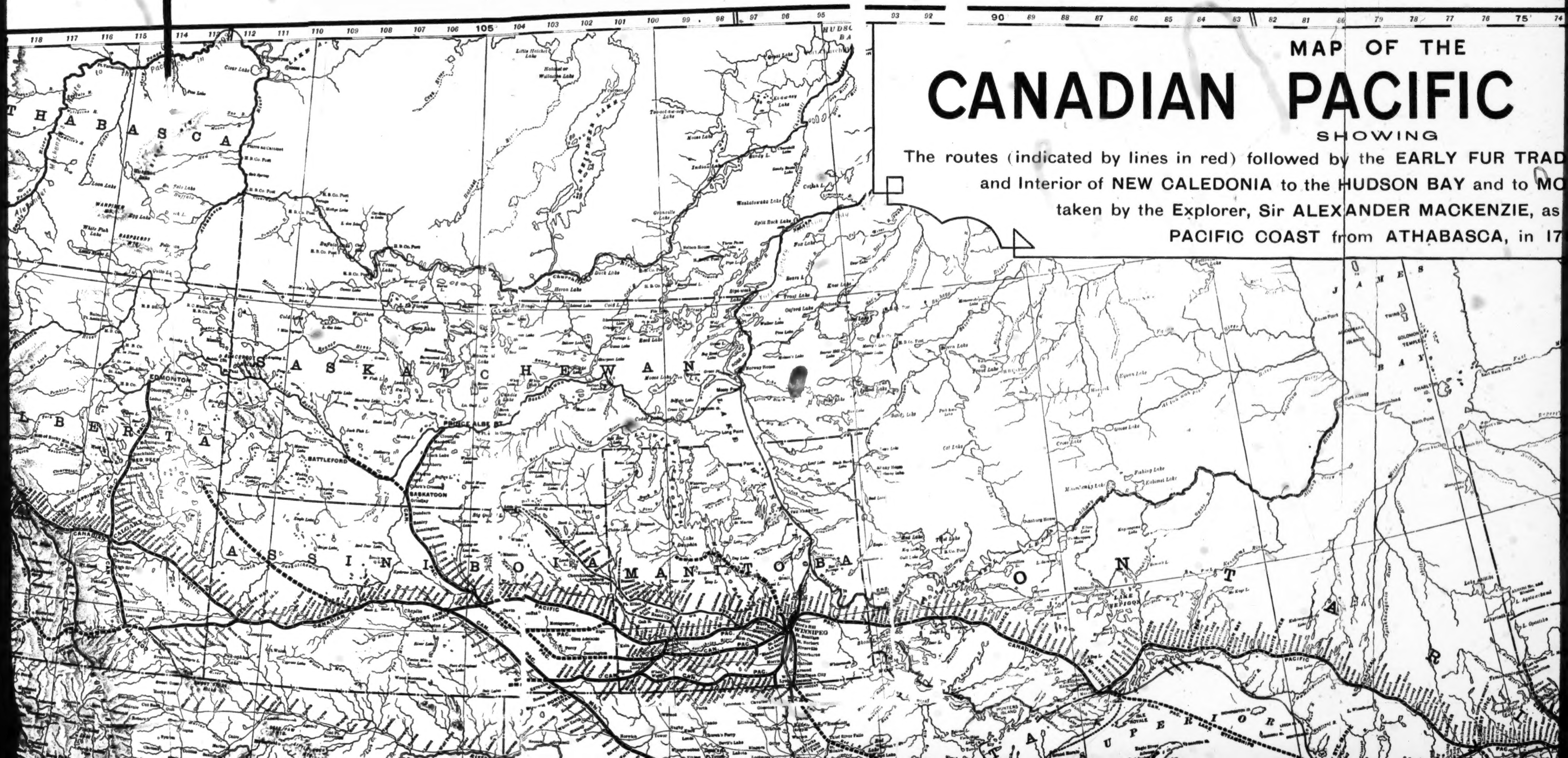
TO HONOLULU
TO SYDNEY, AUSTRALIA
VANCOUVER TO YOKOHAMA



MAP OF THE

CANADIAN PACIFIC

SHOWING

The routes (indicated by lines in red) followed by the **EARLY FUR TRAD**
and Interior of **NEW CALEDONIA** to the **HUDSON BAY** and to **MO**
taken by the Explorer, Sir **ALEXANDER MACKENZIE**, as
PACIFIC COAST from **ATHABASCA**, in 17

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SASKATCHEWAN
ALBERTA
ASSINIBOIA
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ONTARIO
JAMES BAY
LAKE SUPERIOR
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PRINCE ALBERT
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SASKATOON
WINNIPEG
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Reindeer Lake
Lake Nipigon
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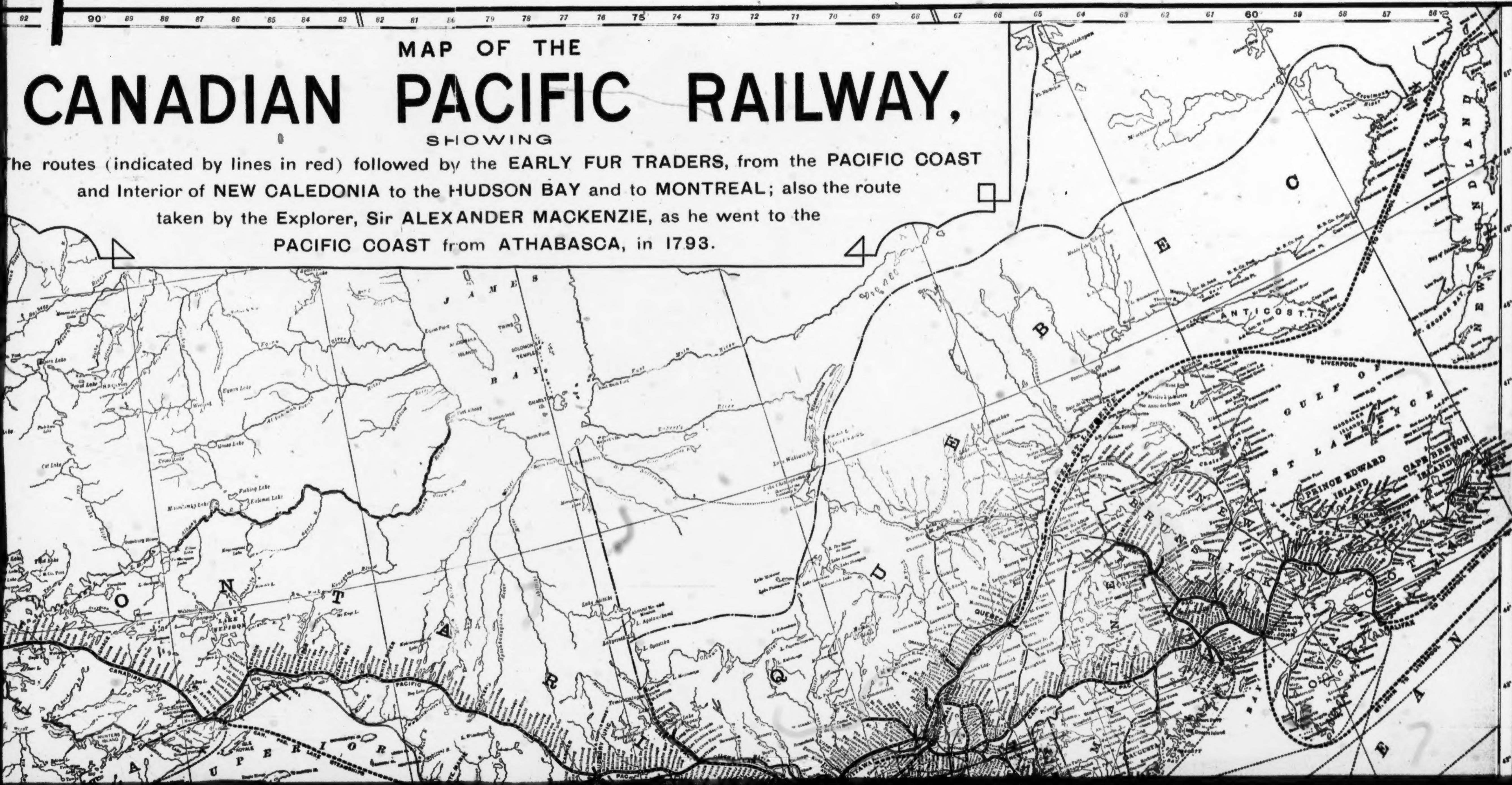

MAP OF THE
CANADIAN PACIFIC RAILWAY,
SHOWING
The routes (indicated by lines in red) followed by the **EARLY FUR TRADERS**, from the **PACIFIC COAST** and Interior of **NEW CALEDONIA** to the **HUDSON BAY** and to **MONTREAL**; also the route taken by the Explorer, Sir **ALEXANDER MACKENZIE**, as he went to the **PACIFIC COAST** from **ATHABASCA**, in 1793.

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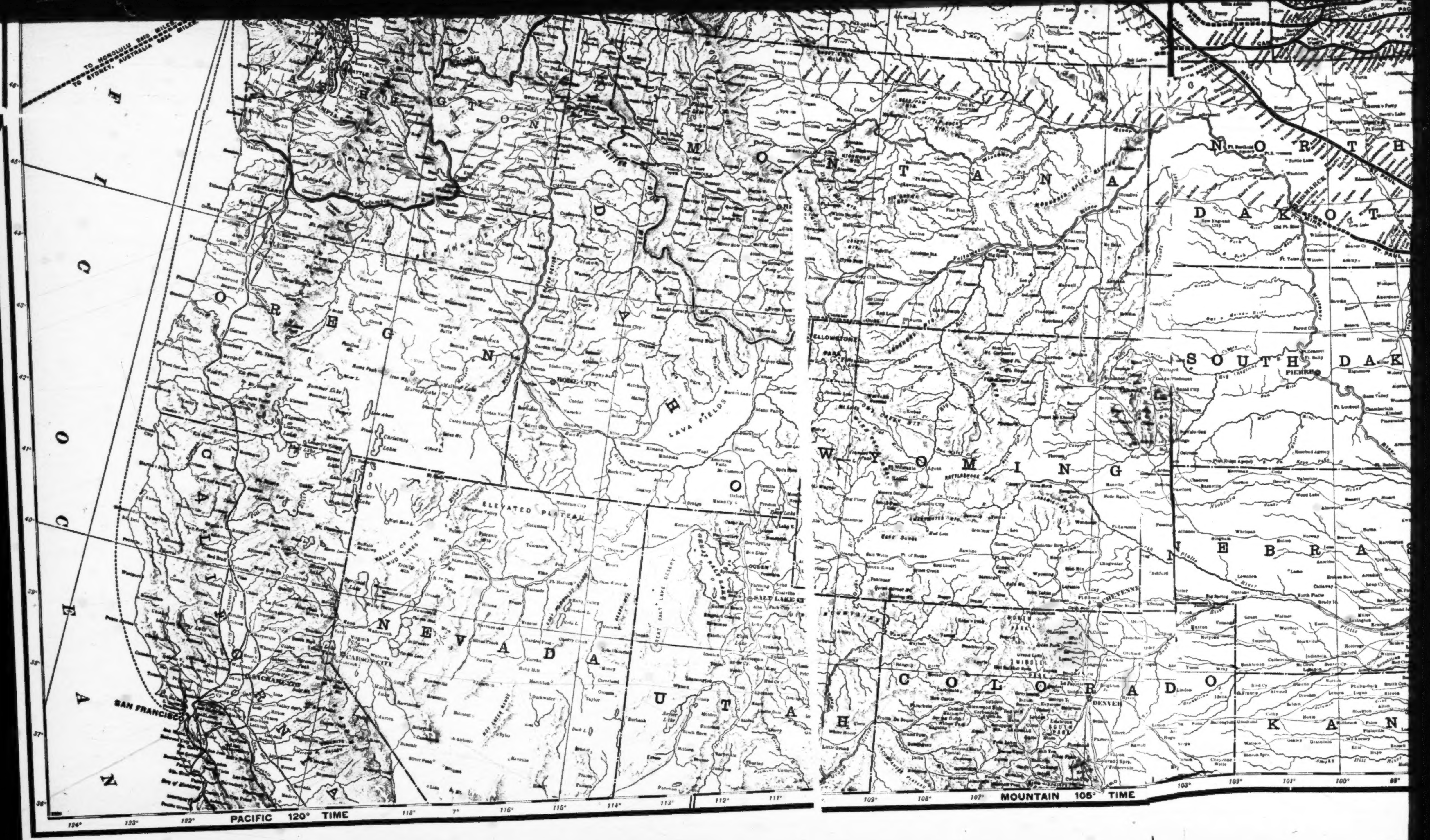
ONTARIO
QUEBEC
NEW BRUNSWICK
NOVA SCOTIA
NEWFOUNDLAND
GULF OF ST LAWRENCE
ANTICOSTI
PRINCE EDWARD ISLAND
CAPE BRETON ISLAND
MAGDALEN ISLANDS
ST. GEORGE BAY
SUPERIOR
LAKE NEPIGON
CANADIAN PACIFIC
QUEBEC
HALIFAX
TO LIVERPOOL
OCEAN


PACIFIC OCEAN
WASHINGTON
OREGON
CALIFORNIA
NEVADA
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MONTANA
WYOMING
UTAH
COLORADO
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SOUTH DAKOTA
NEBRASKA
KANSAS
SAN FRANCISCO
SACRAMENTO
CARSON CITY
BOISE CITY
SALT LAKE CITY
OGDEN
CHEYENNE
DENVER
PIERRE
BISMARCK
ST. PAUL
YELLOWSTONE PARK
LAVA FIELDS
ELEVATED PLATEAU
VALLEY OF THE MUD LAKES
GREAT SALT LAKE DESERT
PACIFIC 120° TIME
MOUNTAIN 105° TIME
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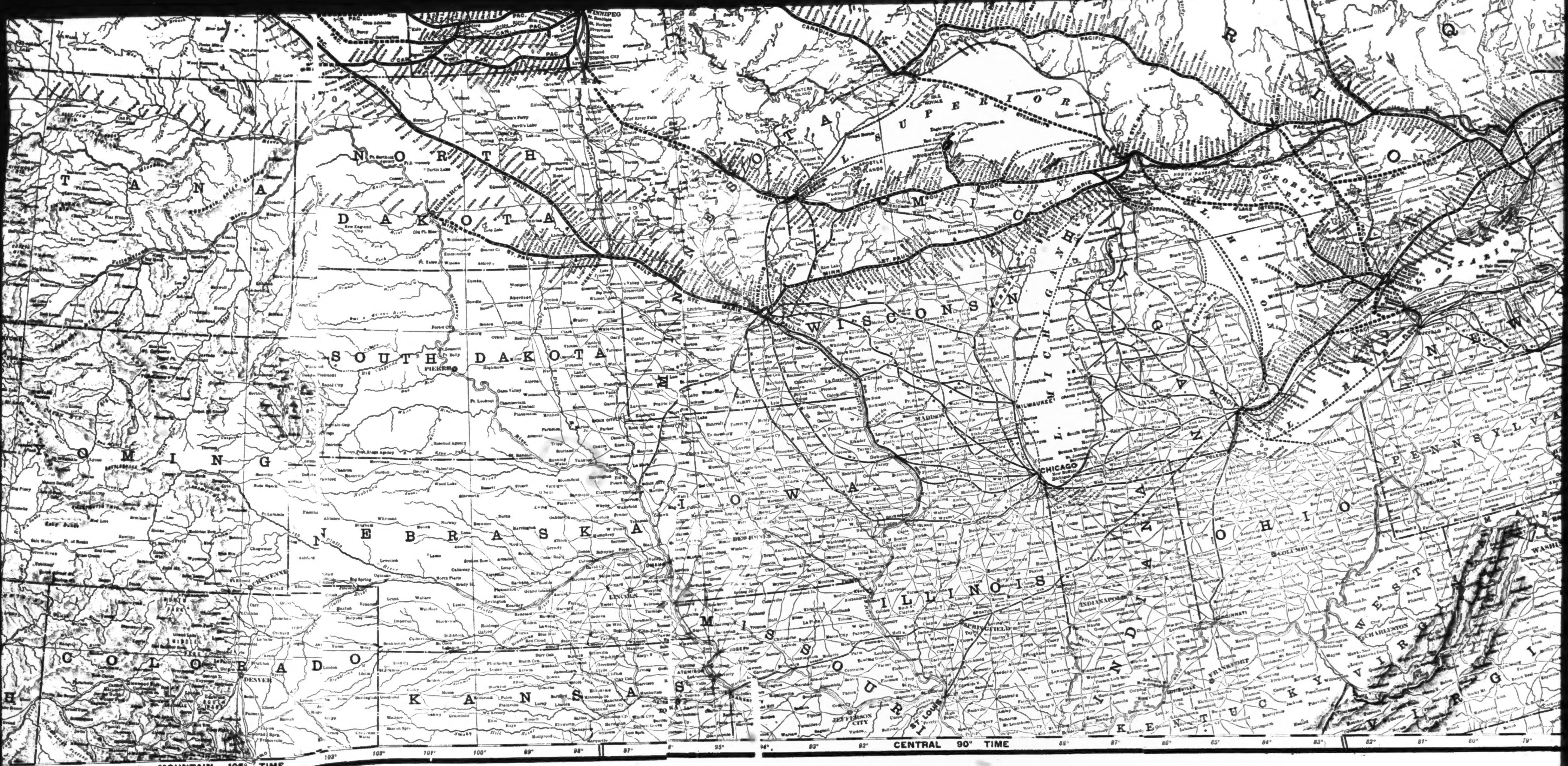
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DENVER
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I O W A
DES MOINES
W I S C O N S I N
MADISON
MILWAUKEE
L. M I C H I G A N
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DETROIT
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GEORGIAN BAY
L. O N T A R I O
L. E R I E
BUFFALO
N E W
P E N N S Y L V A N I A
PITTSBURG
CLEVELAND
TOLEDO
CHICAGO
I L L I N O I S
SPRINGFIELD
I N D I A N A
INDIANAPOLIS
O H I O
COLUMBUS
CINCINNATI
W E S T V I R G I N I A
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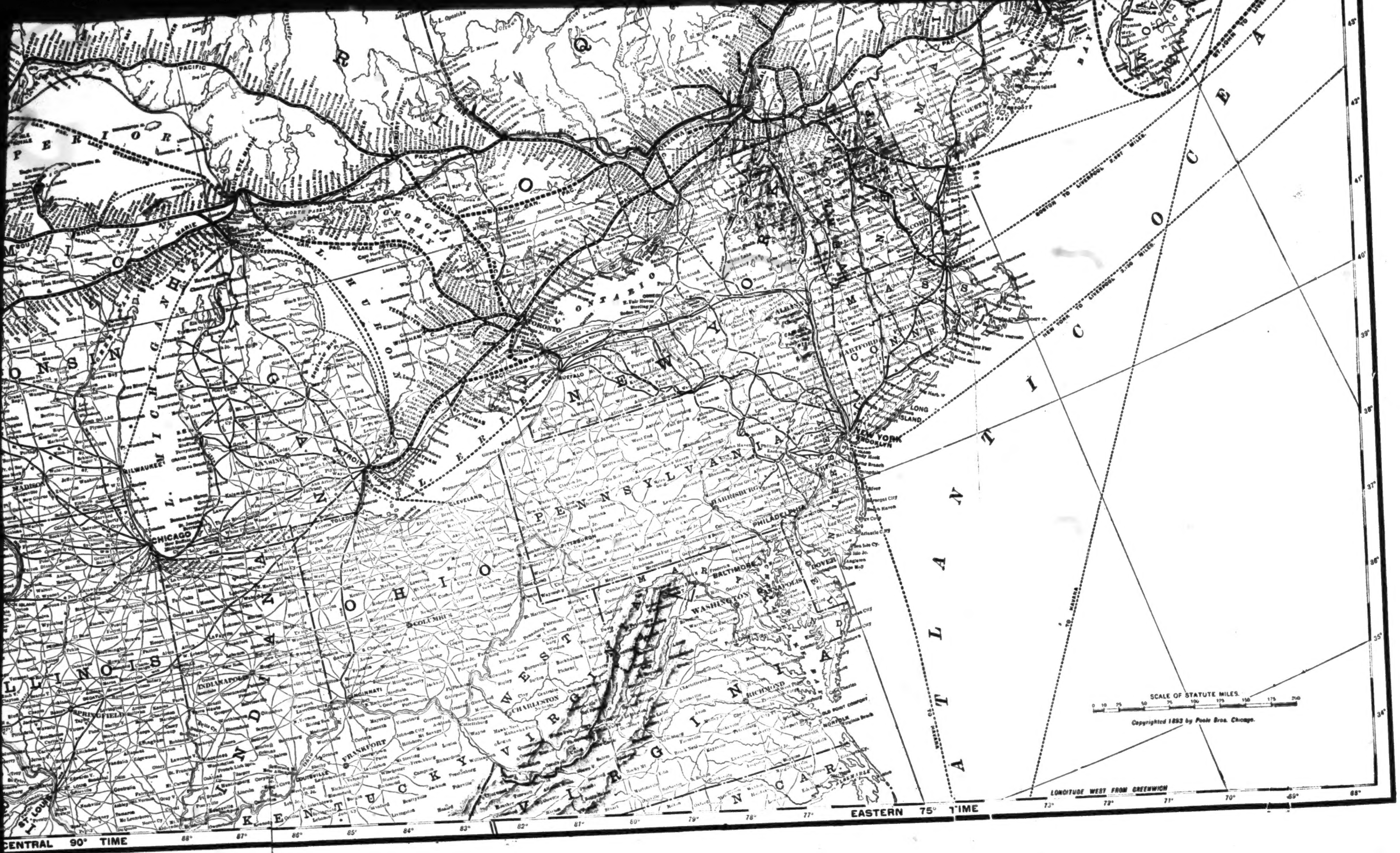
SCALE OF STATUTE MILES
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ATLANTIC OCEAN
NEW YORK
PENNSYLVANIA
OHIO
INDIANA
ILLINOIS
KENTUCKY
WEST VIRGINIA
VIRGINIA
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MARYLAND
WISCONSIN
MICHIGAN
MASS.
CONN.
QUEBEC
ONTARIO
L. SUPERIOR
L. MICHIGAN
L. HURON
GEORGIA BAY
L. ONTARIO
L. ERIE
CHICAGO
MILWAUKEE
DETROIT
TOLEDO
CLEVELAND
COLUMBUS
CINCINNATI
INDIANAPOLIS
SPRINGFIELD
ST. LOUIS
LOUISVILLE
FRANKFORT
CHARLESTON
PITTSBURGH
BUFFALO
TORONTO
OTTAWA
HARRISBURG
PHILADELPHIA
BALTIMORE
WASHINGTON
ANNAPOLIS
DOVER
RICHMOND
NORFOLK
NEW YORK
BROOKLYN
LONG ISLAND
HARTFORD
CONCORD
AUGUSTA
BOSTON
NEW YORK TO LIVERPOOL
BOSTON TO LIVERPOOL
LONGITUDE WEST FROM GREENWICH
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EASTERN 75° TIME
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